

ARMY REGULATIONS, INDIA.

VOLUME X.

• —

PASSAGES.

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ARMY REGULATIONS, INDIA.

PASSAGES.



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1913

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PREFACE.

THIS volume of Army Regulations, India, contains the orders of the Government of India on all matters concerning the sea and inland movements of troops and others attached to the army.

Any passage concession not included in this volume should be considered as inadmissible, unless it is covered by a special sanction of Government.

Officers are expected to interpret these regulations reasonably and intelligently, with a due regard to the interests of the public service. No attempt has been made to provide for necessary but self-evident exceptions.

(This book is corrected up to 1st October 1912.)

W. R. BIRDWOOD, *Major-General,*
Secretary to the Govt. of India,
Army Department.

*Statement showing the disposal of the various paragraphs of
A. R., I., Vol. X, 1909 edition.*

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A. A.	Army Act.
A. A. G.	Assistant Adjutant-general.
A. B. Corps	Army Bearer Corps.
A. D. M. S.	Assistant Director of Medical Services.
A. D. S.	Assistant Director of Supplies.
A. D., S. and T.	Assistant Director of Supplies and Transport.
A. Hqrs	Army Headquarters.
Army Comdr.	General Officer Commanding, ^{Northern} _{Southern} Army.
A.-D.-C.	Aide-de-camp.
A. F.	Army Form.
A. G., India	Adjutant-general in India.
A. H. Corps	Army Hospital Corps.
Appx.	Appendix.
A. R. I.	Army Regulations, India.
A. V. C.	Army Veterinary Corps.
Bde. Comdr.	Officer Commanding the Brigade.
B. I. S. N. Co.	British India Steam Navigation Company.
C.-in-C.	Commander-in-Chief.
C. M. A.	Controller of Military Accounts.
C. M. S. Accts.	Controller of Military Supply Accounts.
C. G. S.	Chief of the General Staff.
C. S. Regs.	Civil Service Regulations.
D. A. A. G.	Deputy Assistant Adjutant-general.
D. A. D.'s M. S. (Sanitary)	Deputy Assistant Directors of Medical Services (Sanitary).
D. A. G.	Deputy Adjutant-general, ^{Northern} _{Southern} Army.
D. C. M. A.	Deputy Controller of Military Accounts.
Divl. Comdr.	General Officer Commanding the Division.
D. D. M. S.	Deputy Director of Medical Services.
D. M. S., India	Director, Medical Services in India.
D. R. I. M.	Director of the Royal Indian Marine.
E. M. Accts.	Examiner of Military Accounts.
F. S. Manual	Field Service Manual.
G. G. in Council	Governor-General in Council.
G. of I.	Government of India.
G. S. Br.	General Staff Branch.
G. S. O.	General Staff Officer.
H. E.	His Excellency.
Hqrs.	Headquarters.
I. A.	Indian Army.
I. A. A.	Indian Army Act.
I. A. F.	India Army Form.
I. A. O.	India Army Order.
I. G.	Inspector-general.
Insp.	Inspector.
I. M. S.	Indian Medical Service.
I. O.	India Office.
I. S. M. D.	Indian Subordinate Medical Department.
K. R.	King's Regulations.
M. A. Dept.	Military Accounts Department.
M. A. G.	Military Accountant-general.
m. c.	Medical certificate.
M. D.	Military Department.

(iv)

LIST OF ABBREVIATIONS—*contd.*

M. W. S.	.	.	.	Military Works Services.
N. C. O.	.	.	.	Non-commissioned Officer.
O. C.	.	.	.	Officer Commanding.
p. a.	.	.	.	Private affairs.
P. and O. Co	.	.	.	Peninsular and Oriental Steam Navigation Company.
P. W. D.	.	.	.	Public Works Department.
Q. M. G., India	.	.	.	Quartermaster-general in India.
R. A.	.	.	.	Royal Artillery.
R. A. M. C.	.	.	.	Royal Army Medical Corps.
R. E.	.	.	.	Royal Engineers.
R. F. A.	.	.	.	Royal Field Artillery.
R. G. A.	.	.	.	Royal Garrison Artillery.
R. H. A.	.	.	.	Royal Horse Artillery.
R. I. M.	.	.	.	Royal Indian Marine.
R. O.	.	.	.	Recruiting Officer.
R. W.	.	.	.	Royal Warrant for pay and promotion.
S. C.	.	.	.	Staff Captain.
S. O.	.	.	.	Staff Officer.
S. S. O.	.	.	.	Station Staff Officer.
S. and T.	.	.	.	Supply and Transport.
S. of S.	.	.	.	Secretary of State.
U. K.	.	.	.	United Kingdom.
U. L.	.	.	.	Unattached List.
W. O.	.	.	.	War Office.
W. O. A. Regs.	.	.	.	War Office Allowance Regulations.

In these rules unless inconsistent with the context:—

Beyond sea includes Aden and Burma, and all stations beyond India proper at which troops on the Indian establishment are located.

Brigade Commander includes the divisional commander in the case of troops serving directly under his orders.

British service officer includes the following:—

- (a) all officers serving with British units.
- (b) all officers of the R.A.M.C., whether holding administrative or executive appointments.
- (c) lieutenant-colonels, adjutants, instructors of gunnery, and ridingmasters of the R.A.
- (d) non-continuous service R.E. officers, unless taking leave under I. A. leave rules and receiving Indian rates of leave pay.
- (e) inspectors of ordnance machinery, or of army schools.
- (f) subaltern officers of the British service serving on the general, instructional, or personal staff, in departments under the G. of I., or as adjutants of volunteer corps.
- (g) any other officers who may be granted leave under the British leave rules.

All other officers of the British service, above the rank of lieutenant, serving on the general, instructional, or personal staff, in departments under the G. of I., or as adjutants of volunteer corps, as well as subaltern officers of the British service similarly employed when granted leave under para 226, A. R., I., Vol. II; and all officers serving with the Indian artillery, only receive passage as Indian service officers while actually holding such appointments, though when joining and after vacation they travel as British service officers.

British soldier includes regimental and non-departmental warrant officers and all British N. O. O's and men serving in India.

Civilian mechanic includes civil chief master armourers, chief mechanical engineers, and civilian mechanics of other classes employed in military departments.

Civilian subordinate includes clerks, accountants, agents, store-keepers and subordinates not otherwise provided for, employed in departments and staff offices, and munshis employed with British units; but not writers of medical store depôts, or clerks of native units and of the transport branch of the S. and T. corps.

Departmental officer with honorary rank and warrant officer includes all departmental officers with honorary rank however employed, and such warrant officers as are serving in departments, but excludes the sub-assistant surgeon branch of the I.S.M.D.

Divisional Commander includes the commander of an independent brigade.

Family includes in the case of—

- (a) *British officers, U. L. warrant and N. O. O's, civilian mechanics and subordinates, native ranks, and followers.*

Wife; unmarried daughters of any age residing with and dependent upon the individual; and sons under 16 years of age or irrespective of age if suffering from mental or bodily infirmity, also unmarried step-daughters of any age, and step-sons under 16 years of age, in the case of warrant and N. O. O's.

For the grant of not-entitled passages "family" includes sons over 16 years of age, and other relatives residing with and entirely dependent on the individual.

- (b) *British regimental warrant and N. O. O's and men*

Wife; unmarried daughters or step-daughters of any age; and sons or step-sons under 16 years of age, or irrespective of age if they came to India before they were 16 or are suffering from mental or bodily infirmity.

NOTE.—In the case of such a nature as and the grant of free financial authority (see A. R., I., Vol. III).

Free passage means free conveyance of the individual, his authorized servants, chargers, baggage, and camp equipage, to destination, unless

specially restricted to conveyance by either sea, rail, river, or road only. Free passage by rail includes conveyance by river when there is through booking and the journey by rail and railway company's steamer is continuous and viewed as one; also sea journeys between ports in India proper when the sea route is more economical or where no railway communication exists, unless especially restricted in these regulations to conveyance by rail only. Free passage by road includes journeys by canal, backwater, or by river otherwise than in a steamer in connection with which warrants are accepted.

It does not include free messing, except in the cases mentioned in para. 113.

NOTE.—Free conveyance to destination mentioned above does not include conveyance by land in the U. K.

Freight ship.—A vessel by which conveyance is engaged for parties of troops, stores, etc., but which is not wholly reserved for govt. purposes.

Government ward.—The child of a deceased warrant officer or British soldier, whose maintenance has been undertaken by govt.

Hired transport.—A vessel wholly engaged for govt. purposes.

Indian limits includes "India proper," and beyond sea stations administered by the G. of I., viz., Aden, the Andamans and Burma.

India proper includes the peninsula of India, and the provinces of Assam and Baluchistan, but not Burma and Aden.

Indian service officer includes officers of the I. A., I.M.S., continuous service officers of the R.A. and R.E., and R.E. officers permitted to extend their Indian service indefinitely who elect the Indian leave rules.

Main route.—The most convenient land or sea route, or both combined, being that usually taken by the travelling public (see also para. 165 of the text).

Native soldier includes native officers and all other ranks of units and departments attested as soldiers, also transport veterinary dafadars of the S. and T. corps, but not sub-assistant surgeons nor recruit and pension boys.

Not-entitled passage is a passage allotted in a govt. transport, or a vessel wholly chartered by govt., on the understanding that no compensation is claimable if the accommodation is finally required for entitled passengers, and that the full cost of messing and any other expenses otherwise paid by the state will be defrayed by the person to whom the passage is granted.

On duty includes all journeys on promotion, transfer, deputation, inspection or other duty, authorized by competent authority in the interests of the public service, and not at the request, or for the personal convenience, or in consequence of the misconduct of the individual concerned. The Divl. Comdr. may, however, at his discretion, by special order, permit an individual transferred for misconduct, to travel on duty. An individual proceeding on privilege leave in India is considered to be on duty during such leave and can draw any travelling allowances to which he would have been entitled had he remained on duty.

Permanent duty means duty (other than inspection duty or instructional classes held in India unless specially provided for in these regulations) involving more than three months' absence from permanent station.

Private follower includes all servants of individuals, units, and departments, not paid by the state.

Public follower includes all men paid by the state serving in units*

*As defined in A. R., I., and departments who have been enrolled, Vol. II. or enrolled and attested, and are subject to the I. A. A., but have not the status of combatants.

Rest camp route.—The most convenient route on which rest camps are located.

Sub-assistant Surgeon includes senior sub-assistant surgeon.

Temporary duty means absence from permanent station not exceeding three months, and all inspection duty.

ARMY REGULATIONS, INDIA.

VOLUME X.—PASSAGES.

General Instructions.

1. These rules will apply to all persons subject to the A. A. or I. A. A., lady nurses, civilian mechanics and subordinates, schoolmistresses, public followers, the families of these classes, and office menials, whose travelling expenses are debited to the army and military works estimates, except in the case of the office establishments (including menials), of the M. A. G. who, when travelling between Delhi and Simla, will continue to receive travelling allowances under the Simla Allowance Rules, and the subordinates of the M. W. S. (excluding the Barrack Dept., Madras list excepted), and the M. A. Dept., and the menials of the M. W. S. and the M. A. Dept., who will continue to travel under the rules in the C. S. Regs., but see para. 22. They will only apply to those in civil employ to the extent prescribed by the C. S. Regs.

Applicability
of travelling
rules.

Warrant and N. C. O's and men of the British army (whether drawn from regiments or from departments), transferred to the M. A. Dept., for the public convenience will, on first appointment to that department, travel under these rules. Such of them as elect, on final admission to the M. A. Dept., to retain the status and privileges of military men, will also travel under these rules when moving on departmental duty or proceeding on furlough or leave.

These rules will also apply to British officers, native soldiers and followers of the I. A. serving at colonial stations (including North China) garrisoned by Indian troops. The inland travelling expenses of British officers and their families for movements within such stations, will, however, be governed by the rules in the W. O. A. Regs.

2. When free conveyance is admissible, river and sea passages by private vessels will be ordered on I. A. F. T-1712 and 1724 respectively; rail and road passages will either be ordered by warrant (I. A. F. T-1707 for rail and T-1712 for road journeys), paid for in cash, or travelling allowances will be given at the rates laid down in para. 29 to admit of individuals making their own arrangements.

- (a) Warrants will be issued for all movements to and from field service; all journeys performed by river and all movements of bodies of troops (but see note below); all British soldiers; all ranks of the native army except furlough men and reservists; public followers; the families of these classes; and office menials; also for certain classes on the road journeys mentioned in para. 29, footnote (d).

NOTE.—This does not apply to movements to and from manoeuvres and training camps the cost of which is payable in cash and debitable to the training grant, or to practice camps the cost of which is similarly payable but not debitable to the training grant.

- (b) Travelling allowances should be given to the families of all British officers, single and widowed school-

mistresses, civilian mechanics and subordinates and their families, on all occasions; to British officers, lady nurses, departmental warrant officers, and an armourer acting as civil chief master armourer, when not accompanying troops; to the families of departmental warrant officers, and to schoolmistresses and their families, when travelling at the public expense apart from their husbands or when the latter also draw travelling allowances.

- (c) The homeward and return fares of all native ranks proceeding on furlough will be paid by the O. C. the unit to the railway in cash; in cases where units are stationed off the line of rail, payment may be made either by remittance transfer receipt in favour of the examiner of railway accounts or the auditor, as the case may be, at the headquarters station of the booking railway, or through the soldier if preferred. Sowars of sildar cavalry regiments proceeding on furlough with their horses are allowed to draw the amount of rail fare for themselves to and from their homes, whether they travel as attendants with their horses or not.

The amount so disbursed will be adjusted in the next general state of accounts. If an individual becomes non-effective whilst on furlough, the fare for the return journey less 10 per cent. will, whenever practicable, be recovered from the railway concerned, and the balance debited to the man's estate; otherwise the whole amount will be recovered from the man's estate (see instructions on I. A. F. T-1720).

- (d) The homeward fares of reservists on first joining the reserve or returning from a training will be paid and adjusted by the O. C. the unit and reserve centre respectively, in the same manner as prescribed in clause (c) for furlough men. When called up for training or service, reservists will be booked by railways on the authority of the passage order attached to I. A. F. Y-1954, which must be completed before despatch to the reservist.

Applications for warrants or travelling allowances must be made in writing, and if possible on I. A. F. T-1705 or 1715, to the officer competent to issue or authorize the same (see paras. 4 and 32).

Responsibility of issuing and authorizing officers.

3. The officer who authorizes a passage at the public expense, or the issue of a passage warrant or travelling allowances will be held personally responsible that this is authorized by these regulations, and any extra expense caused by the grant of unauthorized passages may be recovered from him. In no circumstances may a passage be authorized on the condition that if objected to the individual benefiting thereby will refund the amount, and doubtful cases must be referred to competent authority for decision.

4. The following individuals are authorized to issue passage warrants and credit notes. They will be responsible for the safe custody of the forms issued to them, and liable to pay any charge arising from their theft and fraudulent use. Each warrant or credit note must be stamped before issue with the office seal, and if issued on account of any special service or expedition this must be endorsed thereon in red ink:—

Persons authorized to issue.	To what extent.
<i>By sea.</i>	
Q. M. G., India, D. A. G., G. Os. C. Divisions and independent bdes., and officers commanding at ports of embarkation	For individuals and animals.
Administrative and executive officers of departments	For stores.
Recruiting officers	For themselves, recruiting parties, and recruits.
<i>By rail, river and road.</i>	
All officers of Army, Northern and Southern Armies, Hqrs., divisional, brigade and station staffs.	For themselves and all ranks serving under them, animals and stores. All warrants for regimental officers and parties of troops exceeding ten in number, also for the despatch of animals of units, will ordinarily only be issued by divisional, brigade or station staff officers.
Recruiting officers	For themselves, and all moving under their orders.
Commandant, Staff College, Quetta	" " " " " "
Commandant, central school of musketry, Pachmarhi, and Commandants, branch schools of musketry, Satara and Changla Gali.	" " " " " "
Military Secretary to His Excellency the Viceroy.	For all ranks, animals, and stores of bodyguards.
Military Secretary to His Excellency the Governors of Madras, Bombay and Bengal.	For all ranks and followers under their orders moving on departmental duty, also stores.
D. M. S. I., D. D. M. S., A. D. M. S., senior medical officers of stations, and medical storekeepers.	For themselves only.
D. A. D's. M. S. (Sanitary)	For the sergeant instructors of their corps moving on inspection or other out-station duty, on the authority of a regimental order authorizing the journey.
Adjutants of Volunteer Corps	Also for the sergeant instructors of their corps for journeys when these N. C. O.'s travel on any other description of military duty, on the authority of the Dde. Comdr., and for stores, such as old lead, fired cases, and arms, etc., on return to the arsenal.
Adjutant, Cavalry School, Saugor	For individuals, animals and stores in connection with the school.
All administrative and executive officers of the S. and T. corps and Ordnance dept., including Chief Chemical Examiner, Ordnance dept., also military subordinates of any rank in independent charge of stations or outposts.	For all ranks and followers under their orders moving on departmental duty, also animals and stores.
All officers of the Remount dept.	For himself and chargers
Director General of Military Works	

Persons authorized to issue.	To what extent.
<i>By rail, river and road—concl'd.</i>	
All officers of the M. W. S.	Form -E for themselves and all military ranks serving under them, also warrants for barrack serjeants and their families, when moving on M. W. S. or barrack dept. duty.
I. G., Imperial Service Troops Inspecting officers, Imperial Service Troops Commandant, Imperial Cadet Corps	For himself and staff officer. For themselves and establishments. For all ranks, followers, animals, and stores of corps.
Resident, Nepal	For all ranks, followers, and stores of Nepal escort.
2nd Asst. to A. G. G., Central India	For military escorts.
Controllers of Military Accounts	For all ranks and subordinates of the M. A. Dept., and stores.
Pension paymasters	For themselves, and subordinates moving on pension duties.
Superintendents of Army Clothing	For themselves, subordinates, and stores.
Officers commanding British and native units or detachments.	For soldiers and followers, not exceeding ten in number, and stores.
British officers on recruiting duty	For themselves, recruiting parties, and recruits.
Agent-General in India for British Protectorates in Africa administered by the Foreign Office.	For all native soldiers returning to India from these Protectorates. Such warrants to be enfaced in red ink that they will be audited and paid by the Agent-General.
Managers and assistant managers of farms.	For themselves and their subordinates; the warrants to be countersigned by a commissioned officer before issue, with the exception of those issued by managers and assistant managers in charge of farms at out-stations. Also for farm stores and produce, and the despatch of milk, butter and cream by passenger trains when absolutely necessary, subject to the condition that credit notes will be issued only in those cases in which the freight charges of such stores are debitable to the farm concerned.
Deputy Controllers of Military Accounts. Controller or Deputy Controller of printing, stationery, and stamps, and Superintendents of government printing and mathematical instrument departments. Inspector, Army Boot Factory, Cawnpore. Agent for government consignments. Contractors for printing G. of I. forms. Veterinary officers in charge of hospitals. Military subordinates of the S. and T. corps in charge of godowns or flour mills, and agents in charge of outposts.	For stores only.
<i>By road only.</i>	
Rest camp serjeant, or S. and T. subordinate, Kalka.	For details moving from Kalka to Kasauli.

NOTE.—The authorities named may include (or issue separate warrants for) the families, chargers, servants, and baggage accompanying an individual or party.

time. 5. Every movement order issued by a despatching officer or account of an individual travelling otherwise than with troops,

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will specify the date by which he should arrive at his destination, if, within Indian limits or at the port of embarkation if leaving India. This date will be fixed with reference to the circumstances of the movement, but if no special reasons exist for arrival by a particular date, six days may be allowed for preparation, and one day additional for each 250 miles where communication by rail exists, 200 miles by ocean steamer, 80 miles where communication by river steamer or horse dāk exists, or 15 miles in any other case, or for any fraction of these distances. For sufficient reason this period may be specially extended by the Bde. Comdr. up to a limit of 30 days. If the individual fails to arrive by the date named, he will, unless the delay is explained to the satisfaction of the Bde. Comdr., be treated as absent without leave.

6. If any loss occurs owing to an individual not availing himself of the conveyance ordered for him, he will, unless this was caused by circumstances beyond his control, be called upon to refund the amount involved. In the case of those drawing travelling allowances or passage money no further assistance will be given on any account. Losses.

7. A general or staff officer who is permitted, for his own convenience, to carry on his duties away from his permanent hqrs. station, must defray all extra travelling expenditure thereby caused. Extra travelling expenses.

8. A lien may be retained on any passage authorized under these rules for a period not exceeding one year (extendable in special cases to two years by the Divl. Comdr.) by British officers vacating their commands or appointments, retiring, or when placed on half pay; departmental officers with honorary rank and departmental warrant officers retiring; army schoolmistresses placed on the unemployed list; and families of deceased British soldiers. Similarly a lady nurse proceeding home on completion of a term of service whether on leave or on retirement, may retain a lien on the free passage admissible in these cases, for one year from date of completion of the term or of the order permitting retirement, as the case may be. But in all cases, other than those of general officers and their families, and the families of deceased British soldiers, no claim to passage by private steamer will be admitted if the period an individual elects to remain in India includes any portion of a trooping season during which a passage by govt. steamer could have been made available. Lien on passages.

Families entitled to free passage by road, river, or rail under these rules, who do not accompany the head of the family when moving, must join him within six months, otherwise the free passage will not be admitted. This does not apply to passages granted under para. 73 (a), (c), (g), (i) and (l), and para. 76.

NOTE.—Military pensioners of the British Army will, while employed in Lawrence Aylums, Sanawar and Murree, retain a lien on the passages authorized under these rules, for themselves and their families.

9. The C.-in-C. will decide, subject to the approval of the G. of I., to what extent the periodical relief movements of troops are to be carried out by rail, route march, or other method. Applications for any change in the mode of move- Relief movements

ment must be based on public grounds, and requests for permission for troops to travel by rail at their own expense instead of by route march cannot be entertained.

General reports.

10. The O. C. any unit or detachment exceeding 50 men moving within Indian limits will send a movement report on I. A. F. T-1708 to the Q. M. G., India, the D. M. S., India, the Divl. Comdr., and the local staff officer, on (1) departure from original station, (2) departure from any station or camp at which a halt exceeding seven days has been made, and (3) arrival at destination. A copy of the itinerary of every move will be forwarded to the above-mentioned officers by the O. C. in time to reach its destination before the unit or detachment leaves its original station. Any subsequent changes made to the itinerary should also be at once reported.

The veterinary officer if one accompanies, otherwise the O. C. a unit or detachment of British and non-silladar cavalry, the Viceroy's bodyguard, R. H. A., R. F. A., heavy and mountain artillery, will, on the above occasions, furnish the I. V. O. with a marching $\frac{\text{out}}{\text{in}}$ report (I. A. F. V-1755).

Dates for movements

11. As a general rule no movements of British soldiers should take place between the 15th April and 15th October. Convalescents will be despatched to sanatoria and removed therefrom on such dates as may be fixed by the G. O. C. the division in which the sanatorium is located. Departures from this rule may, however, be sanctioned by the O. C. the station in the case of invalids or small parties, and by the Divl. Comdr. in the case of large parties, or the interchange of sickly men in the plains with recovered men in the hills during the summer, if no unusual expenditure is thereby involved, and no danger to health is anticipated by the medical authorities.

Grant of passage by govt. and private vessels.

12. General officers and their families will always be despatched by private vessels when moving beyond Indian limits, in all other cases, unless otherwise stated, govt. vessels should be utilized whenever possible; passage by private steamer being only permissible during the period intervening between the close of one trooping season and one month prior to the sailing date of the first transport of the ensuing season, or during a trooping season when—

- (a) no transport is sailing within thirty days of the date an officer ceases to belong to the Indian establishment;
- (b) an officer is specially ordered by the C.-in-C. or a Divl. Comdr. to proceed at once without waiting for the next transport;
- (c) the Bde. Comdr. at Bombay or Karachi certifies that passage by transport will not be available during the trooping season;
- (d) A. D. M. S. or D. D. M. S. certifies that the individual's state of health is such that he cannot wait for passage by the next transport, or that he is suffering or recovering from a contagious disease rendering his despatch with troops undesirable;

- (e) a medical board declares the individual's state of health to be such that passage to the U. K. or any place on the homeward route of the transport would be positively dangerous.

When passage by private steamer has to be provided the individual should ordinarily embark at the nearest port to his station from which homeward bound steamers sail, but may be permitted to embark at another port if he pays the extra cost of conveyance thereto.

13. When passage is required for officers and other than Allotment on I. A. F. of passages. the O. C. at

the port of embarkation. The latter decides the allotment of passages, and when these are required by private steamer the line by which the individual should proceed. Any line of steamers having suitable passenger accommodation, and carrying surgeons, may be used, and the O. C. will be guided by considerations of economy in respect of passage money and detention allowance (see A. R. I., Vol. I), and the needs of each case. Applications for passage in govt. transports for sick officers requiring special accommodation and treatment during the voyage, should reach the embarking officer not less than fifteen days before the date of sailing, and must indicate the nature of the illness, etc., to admit of the required arrangements being made.

In the case of small bodies of troops, passages will not be provided by vessels not flying the British flag, without the sanction of the G. of I. Exceptions may, however, be made in regard to bodies of troops not exceeding 25 in number when considerations of economy and convenience do not permit of the grant of passages by vessels flying a British flag, provided that the O. C. at the port of embarkation is satisfied that the accommodation is in every respect suitable.

14. Officers and others ordered by a medical board or other competent authority to leave India without delay, may be at once despatched to the port of embarkation, telegraphic intimation to this effect and of the probable date of their arrival, being sent by the Bde. Comdr. to the O. C. at the port, who will arrange for their onward despatch. In other cases individuals should not be despatched from their stations until the Bde. Comdr. has arranged with the O. C. at the port of embarkation for their allotment to a particular vessel.

15. Officers will defray their embarking and disembarking expenses, but may be allowed the benefit of any arrangements made for the troops they may accompany. Despatch to port of embarkation.

Individuals proceeding to or from the U.K., the Colonies, or "beyond sea" stations, at the public expense, will be granted free passage for journeys between the railway station and dock, or *vice versa*, at the port of embarkation or disembarkation in India, under the same rules as apply to other road journeys. Travelling expenses to or from docks.

16. Claims to passage money from a colony to India, and also the claims of individuals recalled from leave in the U. K., who have sailed before the receipt of orders recalling them to duty, in circumstances in which passage is admissible under existing regulations, may be dealt with by the G. of I. Passage money claims.

All other claims on account of movements from the U. K. to India require the sanction of the S. of S. for India.

Contract
P. and O.
passages.

17. Passages required in P. and O. mail steamers for individuals travelling at the public expense, and for their families should be requisitioned under the contract in force (see Appx. II).

Sea passages
within
Indian
limits.

18. Sea passages within Indian limits should be provided in govt. vessels whenever possible; otherwise in the contract steamers of the B. I. S. N. Co., except between India and Aden in which case any convenient and economical line of steamers may be used. Inspecting officers may, however, travel by other steamers when this is absolutely necessary to avoid delay and inconvenience.

Sea and road
conveyance
of British
soldiers and
their families.

19. British soldiers and their families entitled to passage to the U. K. will ordinarily be detained to proceed by a transport, unless passage by private steamer is specially authorized in these regulations, or when men are discharged for misconduct in the non-trooping season and the Divl. Comdr. may consider their immediate despatch by private steamer desirable. British soldiers travelling by road in India are ordinarily required to march, except when travelling separately or in small parties when conveyance for themselves, and for their families on all occasions, may be authorized to the extent named in para. 203 and Appx. VI.

Passages
from Aden
during the
trooping
season.

20. During the trooping season all ranks serving at Aden entitled to free passage to the U. K. will ordinarily be embarked in the transport calling at that port, or if no transport is detailed to call there they will be sent, if passage by a govt. vessel is available, to Bombay for embarkation in a transport, otherwise by private steamer to Suez for embarkation in the next transport arriving there, or if the individuals are eligible for passage by private steamer, under the provisions of para. 12, they may be sent direct to the U. K.

Transfers
between civil
and military
employ.

21. Officers and subordinates transferred from military to civil employ travel under the rules contained in the C. S. Regs. Those transferred from civil to military employ travel under the rules in these regulations.

Form E
certificate.

22. Whenever persons subject to the A. A. or I. A. A., entitled to 1st or 2nd class accommodation, are travelling "on duty," otherwise than by warrant, over railways on which the contract rates apply (see Appx. V), they should be given a form E certificate (I. A. F. T-1709) which such railways accept, under the contract conditions given in para. 157, as authority for the issue of a ticket by a higher class than that paid for, subject to the limitation that British officers and native aides-de-camp must obtain 1st class, and other ranks 2nd class tickets. Individuals proceeding on or returning from leave on m. c., or any authorized examination or class of instruction, and officers of silladar corps travelling on remount duty whether conveyed at the public expense or at that of the corps are held to be travelling on duty for the purpose of this rule. This certificate should be used, whenever possible, for all journeys on departmental duty of the military subordinates of the M. W. S. and M. A. Dept. The certifi-

cate must not be issued to persons ineligible to travel at contract rates (see Appx. V).

Subalterns and captains of the British and Indian services, who are doing duty with regiments of cavalry, batteries of companies of artillery, battalions of infantry, and companies of sappers and miners, are also entitled to the use of form E certificate on all occasions when they travel at their own expense, on the N. W., O. and R. and E. B. State Railways, the E. I. Railway and the B., B. and C. I. and G. I. P. Railway undertakings.

23. The concessions granted by railways to British and native troops and their families, travelling at their own expense, are shown in Appx. IX. Special railway concessions.

24. Civilian bandmasters of native corps and their families may, when travelling with the corps, be given free passage by rail or by sea in govt. vessels, and for themselves only when the band may be sent to another station for temporary duty; but this concession establishes no claim to any other travelling expenses nor to passage on any account when not moving with the corps. Civilian bandmasters.

25. When travelling on duty within Indian limits, unmarried or widowed schoolmistresses, and married schoolmistresses unaccompanied by their husbands, should not be allotted passage in a govt. vessel unless other women are proceeding thereby, nor should they be sent by troop train or be required to halt at rest camps. In such cases they will be given passage by private vessel, or travelling allowances in inland movements. The hotel and daily allowances admissible are detailed in A. R. I., Vol. I, and despatching officers will arrange that inland journeys are carried out as rapidly as possible, and that unnecessary detention at seaports is avoided. Unmarried schoolmistresses, etc.

26. If the husband of a schoolmistress has served in the regular forces and held a rank not below that of serjeant on discharge, he may also be granted free passage whenever the schoolmistress travels at the public expense, receiving accommodation, baggage, and other allowances, according to his late army rank. The children will be given free passage with the mother, with the same baggage allowance as the children of a regimental warrant officer. Families of schoolmistresses.

27. Probationers selected for training as army schoolmistresses will be allowed free passage from their place of residence to the nearest training school, and return passage on completion of the training. Probationers for training as schoolmistresses.

28. Officers in receipt of an office allowance will defray therefrom the cost of the conveyance of their office records and any establishments paid from this allowance. Charges met from office allowances.

30. Indian officers and subordinates of the horse breeding circles of the army remount dept. when travelling by rail at the public expense in the performance of their duties, will receive travelling allowance at the following rates (see also paras. 957-A and 959-A, A. R. I., Vol. I):—

Travelling allowances of horse breeding establishments.

Designation.	Allowance.
<i>For rail journeys outside their own circles.</i>	
Indian officers of all ranks and Veterinary Inspectors.	A double 2nd class (a) fare without daily allowance.
Zilladars and district veterinary assistants	A double inter class fare without daily allowance.
<i>For all rail journeys.</i>	
Civilian veterinary overseer at Rawal Pindi, and military veterinary overseer at Bahugari.	A double 2nd class fare without daily allowance.
Headquarter veterinary assistants, clerks, munshis, stand veterinary assistants and stand jamadars.	A double inter class fare without daily allowance.
Head mali, stable jamadars, syces, riders, nalbands, branders, peons and khalasis.	A single 3rd class fare with daily allowance.

(a) I. A. F. T-1709 (form L) will not be issued to Indian officers on these occasions.

31. Office menials when accompanying officers on tour under competent authority will be allowed batta at 50 per cent. on their pay while absent on tour. Tour Allowance.

32. Applications on I. A. F. T-1715 for the grant of travelling allowances should ordinarily be submitted to the O. C. the station in the case of individuals of units and others serving under his orders, in other cases to the officer under whom they are serving unless he is not a military officer when the application must be sent to the O. C. the station or nearest station. These officers will decide what scale of travelling allowances should be drawn for the particular journey referring any doubtful cases to superior authority. In the case of the staff of a volunteer corps not serving in a military station, the application should be submitted to the O. C. the nearest station. When individuals, other than adjutants of railway volunteer corps, but including other members of the staff of railway volunteers, receive free railway or other passes under local rules, no claim for travelling allowances on account of such journeys is admissible. An adjutant of a railway volunteer corps in possession of a free pass may draw, when travelling on inspection duty, the travelling or detention allowance admissible under rule, but subject to a deduction of the amount which, but for such free transit, he would have paid for one first class and two third class fares. If the duration of the duty is in any degree uncertain, travelling allowances can only be authorized on the temporary duty scale, but if and when the duty has lasted more than three months the difference between the temporary and permanent duty scales may be claimed and admitted. Submission of applications for travelling allowances.

33. When endorsed by the sanctioning officer, I. A. F. T-1715 will constitute the travelling order, the authority for any required advance of travelling allowances, and eventually the travelling claim. In the case of an individual serving under Advance and adjustment of travelling allowances.

an officer having the control of public funds, the authorized allowance for the journey may be advanced to him by the O. C. before departure, and the advance finally adjusted in the next pay list or other account rendered after the completion of the journey. In other cases an application should be made to the M. A. Dept. for the advance required; or if time will not admit of this course an advance of the amount admissible, provided it exceeds Rs. 100, may be drawn from the local treasury on a station order; the amount drawn being finally adjusted in the manner noted above (see also the rules in A. R. I., Vol. III, regarding permanent advances). If no advance is taken the claim for the amount due should be submitted through the general state of accounts in the case of regimental officers, otherwise direct to the M. A. Dept., immediately after arrival at destination. Travelling allowances issued to families entitled to passage on their own account will also be adjusted in the above manner.

Disposal of
travelling
allowances.

34. The disposal of all travelling allowances is left entirely to the discretion of the individual concerned.

Inspecting Officers.

Journeys of
inspecting
officers.

35. When travelling on inspection duty connected with their appointments, the following officers will, subject to the provisions of para. 36 and to their not having been provided with free conveyance, draw the undermentioned allowances to defray the travelling expenses of themselves, servants, chargers camp equipage, and baggage, in inland movements by rail and road:—

By rail.—Fare rates under scale B, para. 29; form E being used for journeys over contract railways. If a charger is taken, the allowance admissible under scale E may also be drawn.

By road.—The mileage rates admissible under scale C, para. 29.

When travelling by sea or river, passages will be arranged by requisition. When, under para. 109, a bicycle is taken in lieu of a charger, the actual fare paid for it should be added to the travelling allowance claim. The grant of allowances under this para. for duly authorized inspection journeys will not require the sanction of any superior authority, and claims for the same should be submitted on the completion of a journey to the audit or controlling officer concerned on I. A. F. T-1716.

All officers of the—

Military accounts dept.
S. and T. corps (including departmental officers with honorary rank).
Army veterinary dept.
Military works services.

Ordnance dept. (including departmental officers with honorary rank).
Government farms staff.
Inspectors of army signalling.

Also the following officers:—

Inspector of Volunteers, and his staff officer.	A. A. G. or D. A. A. G., R. E.
Inspectors of army schools.	All G. S. O's of the Military operations directorate, and officers of the concentration section of the Q. M. G.'s Branch, A. Hqrs.
Secretary, defence committee.	G. S. O., 1st grade, Training section (S. D. 3), G. S. Br., A. Hqrs.
Officers of the Divl. or Bde. staff (when inspecting barracks, camping grounds, camps, or roads).	Divl. or Bde. D. D. M. S. or A. D. M. S.
Director-General, army remount dept.	Recruiting officers.
Officers of the army remount dept. (when travelling over 20 miles from their station).	Senior medical store-keeper to the G. of I.

When the Directors-General of ordnance, military works, and army remount dept., avail themselves of the reserved compartment admissible by rail under para. 158, clause IV, they will not draw the ordinary allowance, but may claim the actual amount paid for servants subject to a maximum of three 3rd class fares. Similarly when the officers named below avail themselves of the reserved compartment admissible by rail under para. 158, clause III, they will not draw the ordinary allowance, but may receive the following:—

Inspector of R. G. A., and his staff officer	} one 1st class fare each, to pay for servants, camp equipage and baggage.
Inspector of R. H. and R. F. A. and his staff officer	
Director of Farms	the actual amount paid for servants up to a limit of two 3rd class fares.

All other inspecting officers will ordinarily travel on warrant when moving on inspection duty, but may, at their option, draw travelling allowances for any such journey, other than that mentioned in footnote (d) to para. 29, provided that the whole journey by rail and road is completed either by warrant or by travelling allowance, any admixture of the two systems in one journey being inadmissible.

Road conveyance.

36. When the pay and allowances of an individual include tentage, he is required to defray all marching expenses between stations, and when moving with bodies of troops during manœuvres, also those connected with movements within his own station, and in its vicinity within a limit of 5 miles, or 10 miles if in receipt of horse allowance, by the direct route, from the main Protestant church (or post office where there is no church) of the station. When this limit is exceeded, travelling allowance for the whole distance may be drawn at the rate given in scale C, para. 29. For the exceptions to this rule see para. 37.

NOTE.—The term "marching expenses between stations" used in this para. means expenses incurred when moving with bodies of troops, details, or transport, by route march, by regular recognized stages, from one station or camp to another.

Conveyance
expenses.

37. When suitable govt. carriage cannot be supplied, conveyance hire may be drawn at the following rates in the cases mentioned :—

(a) *British officers while on duty at out-stations.*—At the mileage rates given in scale C, para. 29.

(i) For journeys within five miles, or 10 miles if a horse or bicycle is taken, by the direct route, from the fixed travelling point in the outstation, provided neither deputation nor detention allowance is drawn.

(ii) For journeys more than five miles, or ten miles if a horse or bicycle is taken, by the direct route, from the fixed travelling point in the out-station, provided detention allowance is not drawn.

(b) *Departmental officers with honorary rank, warrant and N. C. O's. and civilian mechanics of all departments (assistant surgeons only of the I. S. M. D.), master gunners, armament artificers, Serjeant instructor in gunnery at Aden, and park serjeants.*

(i) Journeys within five miles radius of their permanent station, if not in receipt of horse, pony, or other allowance intended to cover their travelling expenses; or at an out-station provided a horse or pony, or bicycle, is not taken at govt. expense or detention or deputation allowance drawn—the following daily rates :—

Class A.—at 8 annas a day;

Class B.—at 1 rupee a day;

Class C.—at 2 rupees a day;

for each day on which a journey by road is made whatever be the distance or mode of conveyance.

For the purposes of this rule individuals will be classed by the local head of the dept. concerned according to the distance they are normally called upon to travel within the 5 miles radius daily. Such classification should be frequently and periodically revised, and will form the subject of special inquiry by inspecting officers of the M. A. Dept. As a guide to such classification individuals who normally travel from 2 to 5 miles, 5 to 10 miles, and over 10 miles daily, will be classed A, B, and C respectively.

(ii) Journeys beyond a five miles radius of their permanent station, or ten miles radius if in receipt of horse or pony allowance, unless in receipt of an allowance intended to cover such travelling expenses. At the rate of 8 annas a mile in the case of officers, and civilian mechanics entitled to first class accommodation by rail; and of 4 annas a mile in the case of others.



- (c) (i) *Military clerks and subordinates (entitled to draw travelling allowances) and civilian subordinates of all departments, other than those in receipt of a daily conveyance allowance under clause (b).—*Journeys between residence and railway station in the permanent station, on either temporary or permanent moves. At the mileage rates given in scale C, para. 29.
- (ii) *Military clerks and subordinates (not entitled to draw travelling allowances) of all departments, other than those in receipt of a daily conveyance allowance under clause (b), and sub-assistant surgeons.—*Journeys between residence and railway station in both stations, on either temporary or permanent moves. At the mileage rates given in scale C, para. 29, for classes V and VI, respectively.
- (d) *Agents of the S. and T. Corps detailed in connection with the rationing of special troop trains passing through cantonments.—*Journeys between fixed points (see para. 36) and railway stations. At the mileage rates given in scale C, para. 29.
- (e) *Individuals who may have to travel more than a mile each way between their offices and treasuries to cash govt. cheques for considerable amounts, or without reference to these conditions when the safe conveyance of the money necessitates a vehicle being engaged, will be refunded the actual expense incurred, on a certificate by the head of the office that the charge was unavoidable. If, however, the responsible officer concerned receives an office allowance he must meet such charges therefrom.*

Claims under (a) may be recovered direct from the M. A. Dept. by the individual concerned on I. A. F. T-1716. In other cases one bill will be prepared monthly on I. A. F. T-1718, which will include all journeys of the individuals of the same establishment, and after being scrutinized and passed by the head of the establishment, will be submitted for the sanction of the competent financial authority (A. R. I., Vol. III), or in the case of A. Hqs. establishments may be sanctioned by the head of the dept.

38. Special conveyance allowances are authorized for the— Special conveyance allowances.

Assistant commanding royal engineer, and one garrison engineer, below the rank of Major, Poona District.	Rs. 30 a month, provided no other travelling allowance for road journeys within a limit of 10 miles be drawn.	Special conveyance allowances.
All M. W. S. officers at Secunderabad.		
Garrison engineer, Jalapahar sub-division	Rs. 30 a month, provided no horse allowance or other travelling allowance for road journeys within a limit of 10 miles be drawn.	
Ditto at Ranikhet		
Ditto at Allahabad		

Proof officer, assistant proof officer, head overseer, overseer, and assistant overseer, Balasore.	} Rs. 30 a month.
Cantonment magistrate of St. Thomas' Mount and Pallaveram.	" 30 "
Inspector of ordnance machinery, Bombay . . .	" 17 "
" " " Aden . . .	" 15 "
Assistant surgeons, I.S.M.D., in subordinate medical charge of gun and shell factory, Cossipore, or the rifle factory, Ishapore.	} " 30 "
Assistant surgeon of the gun carriage factory, Jubbulpore.	" 20 "
Transport serjeant-major at Fort William . . .	" 30 "
" " " Madras . . .	" 30 "
" " " Rangoon . . .	Actual amount of conveyance hire spent on duty up to a limit of Rs. 10 a month. Govt. transport to be provided when-over available.
Transport serjeant-majors at Bombay . . .	Rs. 20 each a month in the trooping season, and Rs. 10 each a month in the non-trooping season.
Master gunner, Karachi . . .	Rs. 13 a month.
" " Fort Agra . . .	" 10 "
Warrant and N.C.O.'s actually working in the Bombay Arsenal.	Rs. 3 a month to each man residing at Colaba.
Men of collarmakers and master tailors classes at Madras.	4 annas each man daily when govt. conveyance is not available.

Indian officers and subordinates of the horse breeding circles of the army remount dept., who are required to travel constantly within the limits of their respective circles in the performance of their duties, receive fixed monthly allowances to cover actual travelling expenses, halting and other expenses connected with those movements—see A. R. I., Vol. I.

Road passages for native ranks and followers.

39. Native officers and sub-assistant surgeons when not travelling with troops by road, will perform such journeys on warrant. All other native soldiers, public followers and office menials, when travelling separately or in small parties on duty, or under the provisions of para. 83, will ordinarily be required to march, but may be granted road conveyance in the following special cases when—

(a) a medical officer certifies that they are unable to march.

(b) in exceptional cases the circumstances may necessitate rapid movement.

(c) escorts accompanying stores may be required to move faster than they can march.

(d) economy may result from the more rapid movement.

The grant of road conveyance may only be authorized by the O. C. the station and will be published in station orders, or in the case of men not serving at a military station by the local head of the department whose certificate to this effect should be endorsed on the warrant or bill. Such conveyance will be restricted to bullock train or country bullock cart if available, otherwise the cheapest means of conveyance locally procurable, and to the boundary of Nepal only in the case of Gurkhas. Govt. transport should be used when available.



Passage money.

40. In cases when passages by private steamer to the U. K. have to be provided by the State under rule, as, for instance, for general officers and their families, who are not conveyed in transports; or for other officers, or their families, lady nurses and departmental warrant officers in consequence of their being obliged to leave India during the non-trooping season or because accommodation on a transport is not available, those affected may, if they prefer, draw passage money at the rates detailed below less a rebate of 5 per cent., irrespective of the line by which the individual proceeds. Other ranks will not be given passage money in any circumstances. When the issue of tickets is more economical to Government than the payment of passage money at these rates, and the individual concerned elects to draw passage money instead of being provided with a passage he will receive only the cost of the ticket. In the case of individuals entitled to return passage, the cost of the return ticket, if possible, will be granted, unless the return voyage falls during the trooping season.

Proceeding from	Officers and lady nurses.	Departmental warrant officers.
(i) Any port in India.	B.I.S.N. Co.'s current rate direct by sea to London.	1st class fare from Calcutta.
(ii) Aden direct.	1st class fare from Aden.	2nd class fare from Calcutta.
(iii) Rangoon direct.	Fare from Rangoon by Bibby Line.	2nd class fare from Aden.
		Fare from Rangoon by P. Henderson Line.

For a general officer entitled to and actually paying for reserved accommodation, the amounts paid, up to a maximum of 1½ current fares, is admissible.

Officers' families.

Current 1st class fares as above for wife and each child over 12, and a half fare for each child under 12 not carried free, less messing deductions as laid down in scale III, para. 113, for 25 days (19 from Aden).

European servants.

Current second class fares as above, less a messing deduction of 2s. 6d. per diem for 25 days (19 from Aden).

Claims for passage money must be on I. A. F. T-1717 and should be submitted for audit and payment to the D. C. M. A. of the Division in which the port of embarkation is situated. The claim will be paid by the latter either to the officers themselves, or to any recognised army agent in whose favour they may be endorsed for payment.

41. An officer entitled to passage to a colony and back will be provided with a return ticket, by the P. and O. line when their vessels ply to the colony concerned, otherwise by the B. I. S. N. line; or the O. C. at the port of embarkation may authorize the issue to him of the cost of the return ticket.

Passages
within
Indian
limits.

42. Except in the case of general officers travelling on inspection duty who may make their own arrangements and recover the authorized fares, all passages by sea within Indian limits are to be engaged by requisition. Passage money should not be given.

Soldiers
granted
privilege
leave.

43. Warrant and N. C. O's. of the U. L. will not be permitted to leave India on privilege leave until their O. C. is satisfied that a return passage has been secured.

Not-entitled passages.

Indian
transports
on home-
ward
voyages
and R. I. M.
vessels.

44. When accommodation is available on Indian service transports or R. I. M. vessels, the undermentioned individuals may be granted not-entitled passages by the O. C. at the port of embarkation, or other authority named. Such passages will be allotted in the following order of precedence and according to juniority in each category, and will be restricted to *one* passage in *three* years, unless spare berths are available. Passages for officers of the R. I. M. will be similarly allotted according to their relative rank. In all returns not-entitled passengers should be shown separately in red ink from those entitled to passage. Not-entitled passages in R. I. M. vessels, within Indian limits only, may also be granted by the D. R. I. M., in communication with the O. C. at the port of embarkation, to officers and subordinates of the R. I. M., and their families only.

All applications for not-entitled passages should be on J. A. F. T-1727.

1st class.

- (a) Families of all captains and subalterns invalided from wounds received in action or sickness contracted on field service.
- (b) Families of all captains and subalterns who die in the service.
- (c) Families of field officers who die in the service.
- (d) Captains of the Indian service invalided from climatic causes, also their families and the families of all other captains and of all subalterns invalided in similar circumstances.
- (e) Departmental officers with honorary rank, quartermasters and ridingmasters; and their families.
- (f) (i) Families, when invalided from climatic causes of all captains and subalterns, whose circumstances render such a concession desirable.
- (ii) Other officers of the British and Indian services, whether in military or civil employ, below the substantive rank of major, whose circumstances render such a concession desirable; and their families.
- (g) Substantive field officers when treatment on a transport is necessary and the families of these officers, as well as those of officers holding similar rank invalided from field service, if accompanying them.
- (h) (i) Other substantive field officers of the British and Indian services, whether in military or civil

employ, whose circumstances render the concession desirable; and their families.

- (ii) Families of field officers, invalidated from climatic causes when treatment on a transport is certified by a medical board as necessary, whose circumstances render such a concession desirable.
- (i) Civilian mechanics and subordinates employed in Army Departments entitled to 1st class accommodation; and their families.

2nd class.

- (i) Departmental warrant officers, and their families.
- (k) Families of non-departmental and R. E. warrant officers and class I U. L. and R. E. N. C. O's permitted to accompany them on furlough. If sanctioned by the Divl. Comdr.
- (l) Families of regimental warrant officers and class I N. C. O's, recommended by the medical authorities for change of climate. If sanctioned by the Bde. Comdr.
- (m) Non-departmental and R. E. warrant officers and class I U. L. N. C. O's proceeding on privilege leave.
- (n) Civilian mechanics and subordinates employed in Army Departments entitled to 2nd class accommodation; and their families.

Lower classes.

- (o) Families of other U. L. and R. E. N. C. O's permitted to accompany them on furlough. If sanctioned by the Divl. Comdr.
- (p) Families of other N. C. O's and men, recommended by the medical authorities for change of climate. If sanctioned by the Bde. Comdr.
- (q) Other U. L. and R. E. N. C. O's proceeding on privilege leave.
- (r) Other civilian subordinates employed in Army Departments; and their families.

Passages for clergymen who minister to the troops in India, and their families, will be granted by the G. of I.

In other cases passages require the sanction of the Q. M. G., India.

45. Officers and departmental warrant officers serving in India desiring not-entitled passages from the U. K. for their families or relatives should submit their applications to the Divl. Comdr. who will transmit those of Indian service applicants to the Q. M. G., India, and those of British service applicants to the W. O., for consideration.

Passages.

C.-in-C., Army Comdr., and personal staffs of high officials.

46. The rules regulating the equipment and voyage to India of the C.-in-C. are contained in the C. S. Regs. An Army Comdr. travels under ordinary military rules (see para. 55 (d)).

Not-entitled passages from the U. K.

C.-in-C. and Army Comdr. on appointment.

Personal
staffs of
high
officials.

47. Free passage for the personal staff officers of the following high officials, in the circumstances noted, is restricted to:—

When accompanying	To India on appointment.	From India on vacation. (b)	REMARKS.
	Officers.		
G. G. in Council	3	2	(a) Free passage may be granted for this number irrespective of where the C-in-C. may be residing on appointment.
Governor of Madras, Bombay or Bengal	2	1	
Commander-in-Chief	3 (a)	1	
An Army Commander	1	1	
Widow returning to Europe of a Governor-General in Council, Governor, or Commander-in-Chief, who died in India	1 officer (b)		(b) Free return passage will also be granted provided the return voyage is commenced within two months from the date of leaving India.

Personal staff officers of the C-in-C., if belonging to the British service, are entitled, on the expiration of their tenure of appointment, to free passage when posted to a unit not on the Indian establishment.

Chaplains.

Passage
beyond
Indian
limits.

48. Chaplains on the Home-Indian service transports are appointed by the home authorities. A Presbyterian chaplain specially appointed by the S. of S. for duty with troops on the outward voyage may be granted a free return passage to the U. K. on condition that his services are available for duty if required. He should ordinarily return by the same transport in which he came to India. In the case of R. I. M. vessels or hired transports engaged in India and conveying British troops to the U. K. or the colonies, the O. C. at the port of sailing will grant a free passage to a Church of England chaplain, and also to a Presbyterian or Wesleyan chaplain and a Roman Catholic priest when not less than 300 individuals (including women and children) of their respective denominations are embarked, in return for their services during the voyage. Chaplains so embarked will have no claim to return passage, but if the vessel is returning at once to India with troops they may return thereby under the same conditions.

Passage
within
Indian
limits.

49. Chaplains of all denominations proceeding on or returning from field service receive passage under para. 103, on other occasions they draw travelling allowances under the C. S. Regs., except Roman Catholic priests and Wesleyan chaplains who receive—

(a) eight annas a mile by road, and a double 1st class fare by rail, when they proceed more than five miles from their stations—

(i) on a regular authorized periodical visit to an out-station. (In the case of Port Blair free passage by sea is authorized for four visits annually from Rangoon.)

- (ii) to visit a civil station at which there are not less than twenty British-born Roman Catholics or Wesleyans, natives of the U. K., such visits being authorized and limited by the local govt. to from 3 to 12 visits annually according to the distance or facility of communication.
- (iii) on transfer to another station, provided the transfer has been approved by the G. of I
- (b) free passage, on warrant, for himself, one servant, and the free railway allowance of baggage, when proceeding under the sanction of the O. C. the station (to whom application should be made by the O. C. the out-station or camp), to an out-station or camp, to minister to a British soldier or his family in severe sickness or on death, and when returning therefrom.

Instructional courses and examinations.

50. All ranks may receive free passage, subject to the conditions prescribed in para. 51, when detailed or permitted by competent authority to attend an authorized instructional course, or linguistic or professional examination, whether obligatory or voluntary. They will be considered as travelling on duty, travelling allowances being issued for rail and road journeys and warrants for river journeys to the classes mentioned in para. 29, and warrants for all journeys to other individuals. When the course of instruction is held in the U. K., sea passage will be restricted to govt. vessel (except in the case of officers selected to attend the gunnery staff course at the Ordnance College, Woolwich); for other sea journeys passage by a private vessel may be authorized if necessary.

General rules.

When the actual duration of an instructional course held in the U. K. considerably exceeds three months, families may receive passage under the provisions of para. 73 to the same extent as if the husbands were proceeding on permanent duty, but passages by sea to and from the U. K. will be restricted to govt. vessels, and in no circumstances will any travelling expenses in the U. K. on account of families be admitted.

An officer of the I. A. in military employ (including officers of R. E. and I. M. S.) permitted to proceed to Russia will, on qualifying to be an interpreter in the Russian language, receive a sum of £32 or £42 towards the cost of his journey from England to St. Petersburg or Moscow, as the case may be, and back. He will also be granted a free passage from England to India unless granted leave on private affairs before returning to India, and will be treated with retrospective effect (see note (1)) as an entitled passenger to England or to Russia when first proceeding there.

When an officer who has qualified as a Russian interpreter is permitted to proceed to Russia to keep up his knowledge of

draw the rates allowed by scales A and C, para. 29.

- (b) For journeys to and from an authorized instructional course of linguistic or professional examination, officers and others entitled to draw travelling allowances will be granted the rates allowed by scales B and C, para. 29.

In cases where the journey includes any portion by sea, passage will be arranged as laid down in para. 13. The above rules apply to officers and others going to and from India and China to qualify in Pekinese in the U. K. will be regulated by para. 108 in the U. K. in clause (a), and by para. 109 in all other cases.

53. Under the conditions named in para. 51, officers detailed or permitted to attend an authorized instructional course or examination, while on leave in India, may be granted travelling allowances from their place of residence to the station concerned, and back thereto, or to their own stations, but not exceeding that which would have been admissible had they not been on leave. Officers on leave in the U. K. admitted to the Staff College but not to other courses, or continuous or prolonged service R. E. officers selected for instruction at the school of military engineering, Chatham, may receive free passage back to India if they return immediately on the termination of the course. Officers attending courses or examination while on leave.

54. A civilian mechanic of the ordnance dept. deputed on duty to the U. K. will receive, when proceeding and returning, free passage for himself, and also for his family; subject, however, in the case of a mechanic serving under the C. S. Regs., to not more than two full fares being allowed for the conveyance of his family. Civilian mechanics.

On duty.

55. The following are entitled to free passage in the circumstances named below, whether the duty be permanent or temporary:— “On duty” journeys.

- (a) All persons subject to the A. A. or I. A. A., and lady nurses, when travelling on duty, or when detailed or summoned to attend a civil court in a criminal case, but—

- (i) an officer returning from leave to the U. K., who may receive free passage in consequence of being detailed for duty with troops, is not entitled to passage beyond the station at which he leaves such troops.
- (ii) if during the absence of an Indian service officer on leave out of India his unit moves to an imperial station, or if an officer of the same service, whilst similarly absent on leave, is transferred to a unit serving at an imperial station, he will be given a free passage to such station only from the port in India at which he dis-

embarks on return from leave. If the officer proceeds to the imperial station direct from the U. K., he will, if he already holds a return ticket to India, which is exchangeable for one to the imperial station or to a port on the way thither, be repaid only the cost, if any, of conveying his heavy baggage from the Indian to the imperial station, *plus* the cost, if any, of proceeding to his new station from the port to which his ticket conveys him. If he does not hold a return ticket to India exchangeable as above, he will be granted passage from the port in India to the imperial station, provided that passage by public opportunity is not available. For the present this passage allowance is:—India to North China Rs. 452-8-0 (£30-3-4), India to Hong-Kong Rs. 340 (£22-13-4), India to Singapore Rs. 208 (£13-7-4), India to Colombo Rs. 93 (£6-4-0). Similarly, a regimental officer whose unit is moved otherwise than by route march to another station within Indian limits, during his absence on leave, will be allowed free conveyance from the original to the new station, for his chargers, servants, baggage, and camp equipage left behind in charge of the unit concerned and actually present with it at the time of its move, provided that the authorized scales are not exceeded and that the chargers, etc., are removed to the new station simultaneously with the unit to which the officer belongs.

- (iii) an officer of the British service resigning his appointment in the I. A. and joining a British unit in India must defray his own expenses.
 - (iv) a lady nurse sent to another station to attend a sick officer travels on duty, but her travelling allowances will be recovered from the officer concerned unless he is below substantive field rank and is suffering from disability contracted on duty.
 - (v) in the case of native ranks the grant of passage by road will be governed by the conditions in para. 39.
- (b) An officer of the British service proceeding to the U. K. on completion of his prescribed tour of service in India (see Appx. VIII).
- (c) An officer of the British service detailed for a tour of duty with a reserve battalion at home, or returning to India on the completion of the prescribed three years' tour with such battalion.

(d) An officer of the British or Indian service, selected for the command of an army corps, division, or brigade, or for any staff or administrative appointment carrying the rank, whether permanent or temporary, of general officer, or a surgeon general, will, whether residing in or out of India, be granted free passage to join. On completion of the prescribed tour, or when compelled to vacate by the rules of the service, those of the British service and those of the Indian service who were originally appointed while residing out of India, will receive free passage back to the U. K.

(e) An officer of the British service when joining a staff, departmental, or extra-regimental appointment in India, other than those named in clause (d). On vacation, provided he has completed the prescribed tour of service therein, or has been compelled to vacate under the rules of the service, he will also receive free passage to rejoin his unit if borne on the cadre of a unit, or to the U. K. in other cases. But, except in the case of a quartermaster appointed to the reserve or extra reserve battalion who will receive free passage to the U. K., any officer selected for an appointment under the imperial or a colonial govt. is not entitled to passage at the expense of the Indian govt., and in such cases the instructions received from the W. O. will determine whether the officer is to receive passage at the expense of the govt. employing him, or defray his own expenses. Officers proceeding to the U. K. on appointment as adjutants of reserve battalions, and *all* officers posted to extra reserve battalions, as also their successors on the Indian establishment, will receive passage at the expense of the imperial govt.

(f) An officer of the Indian service when joining a staff, departmental, or extra-regimental appointment in India, other than those named in clause (d), or an appointment at the War or I. O. reserved for Indian service officers. On vacation those borne on the cadre of a unit or department will be given free passage to rejoin, provided they have completed the prescribed tour of service therein or have been compelled to vacate by the rules of the service.

NOTE.—This rule does not apply in the case of officers of the Indian service who are on leave out of India, and have not qualified for permission to reside out of India under para. 163, A. R.-I., Vol. 1.

(g) British and Indian officers of Indian cavalry regiments when proceeding on inspection duty in connection with the young stock runs of their corps, and when returning therefrom, subject to a limit of six visits annually per unit.

Officers
liable for
passage of
successor.

(h) Civilian mechanics and subordinates when travelling on duty, provided they are entitled to pay during transit.

(i) Public followers and office menials when travelling on duty. Road passage will only be given under the provisions of para. 39.

56. An officer of the British service will be liable for the cost of the passages—

(i) of himself and his family, his personal staff (if any) and their families;

(ii)* of the officer sent to fill a vacancy, and the personal staff (if any) of such officer;

* The officer vacating the appointment under clause (d) is also liable for the cost of passage to India of the officer who may be posted to a unit on the Indian establishment in place of one selected from that unit to fill the vacant appointment.

caused by—

(a) an exchange or transfer unless it is carried out solely in the interests of the public service, or, under the K. R., after six years' service abroad;

(b) his being appointed to the staff of a civil governor, to a civil appointment, or to an appointment under a foreign govt. or a trading company;

(c) his becoming a member of the House of Commons;

(d) his vacating a staff, departmental or extra regimental appointment before its term is completed, unless on account of ill-health or some other cause beyond his control;

(e) his being appointed to the personal staff outside the command in which he is at the time serving, an adjutancy of the territorial force, or other extra-regimental appointment in circumstances where the nature of the appointment does not justify the expenditure of public money on the passages involved;

NOTE.—The term "command" used above includes India proper, Burma, and Aden.

(f) his being transferred to the reserve or extra reserve battalion, or yeomanry, upon temporary retired pay for 10 years under the R. W. before completing the period of service qualifying for retirement with a gratuity.

The officer detailed to fill a vacancy will be provided with passage in the ordinary manner and the cost of the same will be reported for recovery or charged to imperial funds, as may be directed by the W. O. in the instructions issued in each case.

On first appointment, etc.

57. The following are entitled to free passage on first permanent appointment or entertainment:—

From the U. K.,

(a) Officers of the British and Indian services; lady nurses; schoolmistresses; and civilian mechanics and their families.

Passage on
first
permanent
appointment.

Within Indian limits.

- (b) Officers of the Native Indian Land Forces; lady nurses engaged in India, from their place of residence to the station to which appointed.
- (c) Military medical pupils from their homes to the training college on passing the entrance examination, travelling on warrant, with a baggage allowance of two maunds, and from the college to the station to which appointed on passing the final examination.
- (d) British soldiers selected to join an army dept. (including the M. A. Dept.) whether from their unit or an extra-regimental appointment, and their families.
- (e) Civilian subordinates posted to "beyond sea" stations. By sea only.
- (f) Muleteers of mountain batteries, and men of the A. H. corps from the station of entertainment to that of their unit. By rail, river, and sea.
- (g) Public followers entertained in India for continuous service in Burma, from place of entertainment to station at which required. By rail, river, and sea.
- (h) Langris, langri-bhistis, and bhistis of the quartermaster's establishment of all regiments serving out of their recruiting province or presidency, are entitled to free passage from place of entertainment to regimental hqrs., on the understanding that they are both enrolled and attested.

On temporary engagement.

58. When the O. C. the station is satisfied that civilian subordinates or public followers, required for temporary employment only, cannot be obtained in the station, he may authorize free passage from the nearest place at which they can be engaged. On termination of their employment, these, and any men of the same classes engaged for temporary service with troops, animals, and stores, moving within Indian limits, may be given free passage back to their place of entertainment, or any other station not involving more expense. Free passage by sea will only be granted to men engaged to accompany troops, animals, and stores, moving by sea; in other cases free passage will only be given to civilian subordinates by rail and river, with an allowance of two annas per mile or 4 annas if drawing over Rs. 100 per mensem, by road, and to followers by rail and river. No expense on account of families, servants, and baggage will be admitted, and warrants should be issued for all rail and river journeys.

Temporary
public
servants

Applicants from distant stations for employment in ordnance factories as artificers will pay their own passage by rail to such factories; the expense thus incurred will, however,

be refunded should they render approved service for three months.

Half pay list.

Passages on being placed on, or re-transferred from, the half pay list.

59. Individuals placed on half pay, or re-transferred from the half pay to the effective list, are only entitled to free passage in the following cases:—

To the U. K.

- (a) Officers of the British service placed on half pay on medical grounds, on attaining the prescribed age or service in a rank, or on completion of a full tour of staff service.
- (b) Officers of the Indian service transferred to the half pay list while serving in India (see also para. 62).

From the U. K.

- (c) Officers of the British and Indian services selected from the half pay or unemployed list for any of the appointments mentioned in para. 55 (d).
- (d) Departmental officers with honorary rank and warrant officers, re-transferred from the half pay to the effective list.

Exchanges.

Passages on exchange.

60. All expense connected with exchanges, in excess of what would ordinarily have been incurred, must be borne by the officers concerned; except in the case of those authorized by the K. R. after six years' service abroad, when free passage is admissible at the public expense by road, river, rail, and sea in a govt. vessel, to or from the U. K.

Retirement.

Passages on retirement.

61. The following individuals are entitled to free passage, as noted below, on retirement after service entitling them to a pension or gratuity:—

To the U. K.

- (a) Officers of the British service (other than those appointed to the auxiliary forces on temporary retired pay), and lady nurses.

NOTE.—An officer permitted by the C-in-C. to proceed to the U. K. in anticipation of his retirement being notified in India, is restricted to sea passage by govt. vessel.

- (b) Officers of the Indian service compulsorily retired, otherwise than on account of age.
- (c) Army schoolmistresses. By road, river, rail, and sea in a govt. vessel only.

To the U. K. or the colonies.

- (d) Departmental officers with honorary rank and warrant officers, on electing the English rate of pen-

sion on retirement, or subsequently on first transfer from the Indian to the English pension rate, provided they did not receive passage under (e) on retirement.

Within Indian limits.

- (e) Departmental officers with honorary rank and warrant officers electing the Indian pension rate, and their families. To their intended place of residence.

NOTE.—The free passage admissible under clauses (d) and (e) may also be granted to the classes referred to therein when proceeding on leave in anticipation of retirement, subject to the liability to refund the cost if they subsequently rejoin.

- (f) Army schoolmistresses electing to remain in India. By road, river, rail, and sea in a govt. vessel only, to their intended place of residence.

NOTE.—If passage is accepted under clause (e) or (f), no further claim to passage in or out of India will be admitted.

- (g) Civilian subordinates, engaged in India, and their families. By sea only.

62. Officers of the Indian service serving with their regiments at colonial stations, who retire or who are transferred to the half pay or unemployed list, under ordinary circumstances, and are desirous of returning to India, may be granted free passage for themselves and their families, to the station at which the depôts of their regiments may be located, or to a nearer station if they so wish.

Officers retired or transferred to half pay or unemployed list from colonial stations

Resignation.

63. Individuals who resign the service, or a staff, departmental or extra-regimental appointment before the expiration of the prescribed tour, forfeit all claim to free passage except in the following cases:—

Passages on resignation.

To the U. K.

- (a) Lady nurses resigning during their second or further term of service, who did not avail themselves of the authorized passage out of India on their last re-engagement.
- (b) Army schoolmistresses resigning or placed on the unemployed list.

Dismissal or removal.

64. The following individuals are alone entitled to free passage when dismissed or removed from the service:—

Passages for individuals dismissed or removed from the service.

To the U. K.

- (a) An officer of the British service (which includes an officer awaiting admission to the I. A.) removed during the first three years of his service, under the R. W. If removed during the trooping season and the attendant circumstances are such

as render despatch by a transport undesirable, the case will be dealt with under para. 65, but passage for his family will not be authorized.

- (b) An officer removed in consequence of failure to pass the examination for final admission to the I. A.
- (c) Lady nurses engaged in the U. K. By road, river, rail, and by sea in a private vessel only.
- (d) British soldiers' wives, other than those born in India, removed from the married roll for misconduct, and any children who may accompany them. By road, river, rail, and by sea in a private vessel only.

NOTE.—Such women will be sent to the port of embarkation in charge of the husband, or other soldier detailed by the O. C., who will receive free passage to and from the port.

Within or beyond Indian limits.

- (e) Native soldiers and sub-assistant surgeons dismissed the service while serving outside the civil province or administration in which recruited. By sea if necessary, and by rail to the nearest railway station to the man's home. Families of these men, provided they are natives of India proper and were conveyed to such stations at the public expense, may be given free passage for any portion of the journey by sea.

For the purpose of this rule, Sind may be held to be a separate administration.

Within Indian limits.

- (f) Civilian subordinates, engaged in India, and dismissed or removed whilst serving at Aden. By sea only from Aden to Bombay.

Concession
passages.

65. In other cases if the C.-in-C. is satisfied of the inability of an officer who has been dismissed or removed (or is permitted to resign to avoid removal) from the service, to pay for his own passage or that of his family, he may at his discretion provide passages for them (not passage money) by any line to the U. K. or to any British colony, and also passage to the port of embarkation. The class of passage provided should be in accordance with the merits of the case, and a report will be made to the G. of I.

Destitute persons.

Passage to
U. K. for
destitute
persons.

66. Free passages by rail, road, river and govt. vessel, from their stations in India to their selected place of residence in the U. K., may be granted by a Divl. Comdr. to the following persons, when the O. C. the station in or near which they reside certifies that they are destitute, and that their removal is desirable on public grounds:—

- (a) Widows and children of departmental officers with honorary rank and warrant officers.
- (b) Pensioners and discharged British soldiers, and their families, provided their distressed circumstances are solely due to failing health or inability to

obtain employment, and that they produce a certificate signed by some responsible person that they have borne a good character since discharge.

The above concessions, however, are not applicable to the families of individuals who married after retirement or discharge (see also para. 78).

67. Free passage to their intended places of residence in India may be granted to the widows and children of departmental officers with honorary rank and warrant officers when left in destitute circumstances. Applications for this concession will be submitted to and dealt with on their merits by the competent financial authority (see A., R. I., Vol. III).

Passage in India for destitute persons.

Discharged soldiers, etc.

British.

68. Soldiers purchasing their discharge and leaving India will not be given passage by govt. vessel (except as not-entitled passengers within Indian limits), and must lodge beforehand the cost of the journey for themselves and their family to their selected destination. The amount will be ascertained, if necessary, from the O. C. at the port of embarkation. The O. C. the unit will pay for the inland journey from the deposit, and remit the remainder to the O. C. at the port who will then arrange for the required sea passages. The necessary deposit may be made by relatives or friends with army agents in England, in which case the C. M. A. concerned, on receipt of intimation to that effect, will authorize the O. C. to pay for the inland and sea journeys as above. Warrants should not be used in these cases.

Soldiers discharged by purchase.

69. A British soldier on final discharge from the army otherwise than by purchase (see para. 68) may elect to receive free passage for himself, and family if on the married roll, either—

Passage on final discharge.

- (a) to his selected place of residence in the U. K., or
- (b) to the nearest port in steam communication with India in any British colony, or
- (c) to his selected place of residence in India.

But when a soldier enlisted out of India elects and is permitted to remain in India; or if enlisted in India he elects to proceed to the U. K. or a colony; no further conveyance can be claimed from the military authorities.

A soldier proceeding on furlough pending discharge may, in anticipation, be given the free passage admissible to him and his family on discharge, subject to liability to refund the cost if he rejoins.

Native.

70. Free passages to native ranks (a) (b), public followers (c) (d) (e), and office menials (f), on discharge, and families (g) (h), are only admissible to the following extent:—
- (a) Men of the Carnatic ordnance artificers or of the Governor's band, Madras, when pensioned, discharged as physically unfit for further service, or on completion of any specified period of service

Passage for native ranks and followers on discharge.

for which attested or re-engaged. By rail and road, to their place of enlistment, or to any other place not involving more expense.

(b) Sub-assistant surgeons, native soldiers, recruit and pension boys:—

- (i) When discharged on reduction of establishment, or pensioned, or discharged as physically unfit for further service unless their unfitness was caused by their own imprudence. By rail, river, and sea, to their homes. Those discharged as physically unfit may also be given two annas per fifteen miles to be travelled by road (see note (1)), provided that in the case of those receiving a pension or gratuity on discharge the road journey exceeds fifty miles (but see note (2)).

NOTE (1).—The distance for which the above allowance is required will be finally determined by the O. C.

NOTE (2).—In exceptional cases when he is satisfied that the person discharged cannot be required to march, the O. C. may substitute free passage by road for the above allowance and may dispense with the 50 miles limit. The mode and cost of such conveyance will also be determined by the O. C.; when suitable and available, a country bullock cart should be used, but govt. transport should be employed if possible.

- (ii) Those serving with the localised infantry battalions in Burma, if natives of "India proper," who were enrolled before the 1st January 1904, when discharged within that division at their request after completing the term of service for which attested, as also native soldiers similarly discharged while serving at colonial stations (including North China) garrisoned by Indian troops. By rail, river, and sea, to their homes.

NOTE.—The free passage admissible under clause (b) may be granted to native soldiers when proceeding on leave in anticipation of retirement, subject to the liability to refund the cost if they subsequently rejoin.

- (c) Driver and artificer establishments of the S. and T. corps, and men of the A. H. and A. B. corps, when discharged on reduction of establishment, or pensioned, or discharged as physically unfit for further service unless their unfitness was caused by their own imprudence. By rail, river, and sea, to their homes.

Regimental public followers serving at a greater distance than 500 miles from their homes, when discharged as physically unfit for further service, provided they have not been recruited locally and their unfitness is not caused by their own imprudence. By rail to their homes. For the purpose of this rule, the 500 miles limit shall be reckoned from the distance between the man's station at which serving and the railway station nearest to his home as recorded in his service book or long roll.

NOTE.—If specially engaged for service in Burma or at Aden, they will come under (e).

- (d) Public followers when discharged after 18 years' service, provided the discharge was not due to physical unfitness caused by their own imprudence. By rail, river, and sea, to their homes.
- (e) Public followers serving at a "beyond sea" station, "India proper," on re-discharge, or when pensioned or discharged as physically unfit for further service unless their unfitness was caused by their own imprudence, or those discharged on completion of the specified period of service for which engaged at such stations, also those serving at colonial stations (including North China) garrisoned by Indian troops, discharged at their own request after their conditions of service have been fulfilled. By rail, river, and sea, to their homes.
- (f) Office menials serving at Aden or in Burma, if originally engaged in "India proper," on discharge, provided they are not discharged for any fault. By sea only, from Aden to Bombay, or Karachi, or from Rangoon to Calcutta or Madras, as the case may be.
- (g) Families of sub-assistant surgeons and native soldiers serving in Burma or at Aden, provided they were borne on the authorized married establishment of the unit, are natives of "India proper," and were originally conveyed to Burma or Aden, as the case may be, at the public expense, when accompanying their husbands moving under (b). By sea only, between Rangoon and Calcutta or Madras, or between Aden and Bombay or Karachi.
- (h) Families of public followers serving in Burma or at Aden, provided they were conveyed to such stations at the public expense, when accompanying followers moving under (c) and (e). By sea only, between Rangoon and Calcutta or Madras, or between Aden and Bombay or Karachi.

In these cases sea passage is restricted to govt. vessel, unless the O. C. the station authorizes passage by private vessel on medical grounds when the circumstances render this unavoidable.

Invalids in mail steamers.

71. When in extreme cases a medical board declares that immediate despatch to the U. K., or some other country, is essential for the preservation of life, and that conveyance by transport even if available is undesirable and provided that the cost of the passage to such country other than the U. K. shall in no case exceed the cost which would have been incurred by the state had the invalid proceeded to the U. K., the Divl. Comdr. may sanction passage by mail steamers and

Passage by
mail
steamers for
invalids.

by rail, river, and road to the port of embarkation for those named below :—

- (a) Officers of the British and Indian services, and lady nurses, who may be entitled to passage at the public expense when proceeding on m. c. leave.
- (b) Departmental officers with honorary rank and warrant officers, and their families. If, however, despatch by transport will meet requirements entitled passages thereby may be sanctioned for these families in lieu of by mail steamer. If the families proceed home without the husband on recovery they will only be granted not-entitled return passages to India.
- (c) British soldiers (venereal cases excepted) and their families, and army schoolmistresses. In these cases a telegraphic report must be sent to the Q. M. G., India, by the Divl. Comdr. giving the rank, name, and corps of the invalid, the number of attendants, the line, name, and sailing date of the vessel, and the port and probable date of arrival in England.

NOTE.—If under (b) and (c) the wife or husband accompanies as an authorized attendant, the children may also be given passages. For authorized attendants, see para. 105.

Passages for families of British service officers when seriously ill.

72. When a member of the family of an officer of the British service is seriously ill, and a medical board declares that immediate despatch to the U. K., or some other country, is essential for the preservation of life, and provided that the cost of the passage to such country other than the U. K. shall in no case exceed the cost which would have been incurred by the state had the invalid proceeded to the U. K., free passage may be granted by either private or govt. vessel for the sick person and any required attendants as well as for the whole family, if desired, provided that no member of the family, who has previously, during the officer's Indian tour, been granted free passage to the U. K., or some other country in lieu thereof, in any circumstances, shall again receive this concession. Similarly these families will have no claim to return passages if they have previously, during the officer's Indian tour, received free passages to India in any circumstances.

When a British service officer and his wife are sent to the U. K., or some other country, together (one sick and the other as attendant), the children, and a nurse if any, may also be granted passage.

Families.

Passage for families on duty journeys.

73. When individuals are moved on permanent duty, their families will be granted free passage to accompany them (or in special cases to precede or follow them) on the following occasions. For passages not on duty see paras. 50, 57, 61-62, 64-72, 76-77, 80-83, 93 and 97.

*Families of officers of the British and Indian services.**By sea.*

(a) When general officers proceed to or from India (see para. 55 (d)), whether the families accompany them, or on account of illness precede or follow them.

(b) When officers of the A. V. C. in military employ, quartermasters, ridingmasters, district officers, R. A., inspectors of ordnance machinery or army schools, change stations, or return to the U. K. on retirement or when they receive permission for their families to rejoin on their return from field service.

(c) When promoted from the ranks whilst serving in India, on their first journey on duty subsequent to such promotion.

(d) (i) When moving on permanent duty within Indian limits, or to a station beyond Indian limits with troops which are retained on the Indian establishment.

(ii) When officers of the Indian army return independently to India from such a station on posting in the ordinary course of the service, or on transfer to the half pay or unemployed list, and when appointed to succeed in such vacancies (for rates of passage money see para. 55 (a) (ii)).

(iii) When British service officers move on duty between India and colonial stations, or between India and stations of the Mediterranean Command during the non-trooping season (see para. 12), and when Indian army officers move to or from a colony on exchange with officers of the colonial forces, as laid down in W. O. A. Regs., para. 426-A.

(iv) The following special conditions apply to passages under (i), (ii) and (iii):—

(1) When it is known that passage will be available by a govt. vessel or hired transport within two months of the date on which the officer embarks, passage thereby only will be granted. In the case of Canada passage by private steamer will be admitted when passage by govt. or hired transport is not available at the time of the officer's departure. When it is necessary to proceed from one port to another in the U. K., officers and their families will be allowed their rail fares for the direct journey between the two ports.

(2) When passage by a transport from an intermediate port is available, passage by a private steamer will only be granted to the nearest port at which the transport calls, except in the case of passages from the U. K.

(v) In all other cases passage may only be given in a govt. vessel or hired transport when the officers are proceeding thereby on permanent duty, provided there is no

objection to their families accompanying them and suitable accommodation is available. Such families will be embarked as entitled passengers and allotted passage in order of juniority of officers.

(e) When a British service officer anticipates that he is likely to be leaving India during the period falling between two trooping seasons, on duty, retirement, deputation, etc., he may send his family in advance as entitled passengers in a govt. vessel or hired transport, or they may follow him in a similar vessel, provided that no member of the family shall receive this concession more than once during the officer's Indian tour under any circumstances. A British service officer coming to India for a tour of duty may likewise send his family in advance, or they follow him later.

This only applies to the trooping seasons immediately preceding or following the officer's move. An officer, who sends his family in advance, will do so at his own risk, and in the event of his orders to move being cancelled after his family has left India or the U. K., as the case may be, will not be allowed entitled return passage for them.

(f) When British service officers have been appointed for duty on board ship, their families will not thereby have any claim to entitled passages.

By rail, river and road within Indian limits.

(g) When the officers are entitled to, or have received, free passage to or from a seaport, or when the families are sent to the U. K. before or after the officer's move under clause (e).

(h) When the officers are moving on permanent duty.

Families of departmental officers with honorary rank and warrant officers.

By sea.

(i) When the officer proceeds out of India on permanent duty, retirement, or leave on m. c., at the public expense, and has been allotted passage in a government or hired transport. The concession in clause (e) of sending the families before or after the officer's departure applies to these cases, as also when the officer proceeding to the U. K. on long leave on m. c. is granted passage by private vessel.

(j) When the officer is serving at a "beyond sea" station, and retires on English rate of pension and moves to a port of embarkation in India to proceed by a transport to the U. K.

(k) When the officer travels on permanent duty within Indian limits, or to or from a "beyond sea" station.

By rail, river and road within Indian limits.

(l) When the officer moves on permanent duty, or to or from a sea port when proceeding out of, or returning to, India at the public expense, and also when the family is sent home before or after the officer under clause (i).

Families of British soldiers on the married roll.

By rail, river, road and sea, within or beyond Indian limits.

(m) When the soldier moves in relief or on permanent duty, or to or from another station within Indian limits to undergo

a course of instruction lasting more than three months provided in the last case free accommodation for the family is known to be available.

Wives of British soldiers in private service in India, or proceeding to the U. K. in private service, will not be given passage at any time to rejoin their husbands. In the latter case the O. C. the home depôt should be informed.

Families of civilian mechanics and subordinates.

By rail, river, road and sea within Indian limits.

(n) When the individual is moving on permanent duty, and is entitled to passage at the public expense.

Families of native ranks, etc.

(o) When native soldiers, sub-assistant surgeons and public followers move by rail, river, or sea, on relief or on permanent duty (other than recruiting duty) and their families are permitted to accompany them by the same means of conveyance, or to follow them if detained by illness at the time of the individual's movement.

(p) When a Gurkha soldier is permitted by his C. O. to bring his family from Nepal to the unit. By rail and river on one occasion only.

(q) When Gurkha soldiers serving in Assam move in relief in that province, their legitimate Nepalese wives and children will receive passage by river and road, or an allowance of two annas a mile per family for any portion of the journey that may be impassable by carts.

In other cases, passage for families is inadmissible when the head of the family is moving by road, except in the case of those of native officers and sub-assistant surgeons who are not travelling with troops.

In no circumstances will the families of private followers be conveyed at the public expense.

Intended wives.

74. The intended wives of soldiers serving in British cavalry, artillery, and infantry units in India, will be granted free passage by sea from England in a govt. or hired transport, and by rail, river, and road from the port of disembarkation to the soldier's station in India, subject to the conditions that no intended wife shall be brought out without the recommendation of the officer commanding the unit concerned, who must satisfy himself that there is a *bonâ fide* intention to marry, and that the intended husband holds himself liable for the cost of the journey out and return in the event of the marriage not taking place.

75. When a British soldier on the married roll, or a British widower, finally leaves India, all members of his family in the country, including those in asylums, schools, etc., must accompany him. The sanction of the G. of I. is required to any individual being left in India, and will only be accorded when it is clearly proved that they will not become a burden on the state. The Divl. Comdr. will issue such instructions at the

Intended
wives.

soldiers'
families
must ac-
company
them on
leaving
India, etc.

a course of instruction lasting more than three months provided in the last case free accommodation for the family is known to be available.

Wives of British soldiers in private service in India, or proceeding to the U. K. in private service, will not be given passage at any time to rejoin their husbands. In the latter case the O. C. the home depôt should be informed.

Families of civilian mechanics and subordinates.

By rail, river, road and sea within Indian limits.

(n) When the individual is moving on permanent duty, and is entitled to passage at the public expense.

Families of native ranks, etc.

(o) When native soldiers, sub-assistant surgeons and public followers move by rail, river, or sea, on relief or on permanent duty (other than recruiting duty) and their families are permitted to accompany them by the same means of conveyance, or to follow them if detained by illness at the time of the individual's movement.

(p) When a Gurkha soldier is permitted by his O. O. to bring his family from Nepal to the unit. By rail and river on one occasion only.

(q) When Gurkha soldiers serving in Assam move in relief in that province, their legitimate Nepalese wives and children will receive passage by river and road, or an allowance of two annas a mile per family for any portion of the journey that may be impassable by carts.

In other cases, passage for families is inadmissible when the head of the family is moving by road, except in the case of those of native officers and sub-assistant surgeons who are not travelling with troops.

In no circumstances will the families of private followers be conveyed at the public expense.

Intended wives.

74. The intended wives of soldiers serving in British cavalry, artillery, and infantry units in India, will be granted free passage by sea from England in a govt. or hired transport, and by rail, river, and road from the port of disembarkation to the soldier's station in India, subject to the conditions that no intended wife shall be brought out without the recommendation of the officer commanding the unit concerned, who must satisfy himself that there is a *bona fide* intention to marry, and that the intended husband holds himself liable for the cost of the journey out and return in the event of the marriage not taking place.

75. When a British soldier on the married roll, or a widower, finally leaves India, all members of his family in the country, including those in asylums, schools, etc., must accompany him. The sanction of the G. of I. is required to any individual being left in India, and will only be accorded when it is clearly proved that they will not become a burden on the state. The Divl. Comdr. will issue such instructions at the

Intended wives.

British soldiers' families must accompany them on leaving India, etc.

commencement of each trooping season as will ensure that this order receives attention before any corps or details leave their station; and embarking officers will at once telegraph to the S. O. concerned any cases in which this order is not complied with, detaining the men until the matter has been satisfactorily settled. The families of soldiers married without leave are not entitled to conveyance.

The sanction of the G. of I. must likewise be obtained to the widow or wife of a non-effective British soldier (see para. 77), and her children, remaining in India, unless domiciled in this country.

Families
detained by
sickness,
etc.

76. When a family is detained in India owing to serious illness or under the provisions of para. 132, the husband should, if a British soldier, remain with them; or if an officer or warrant officer he may be allowed to remain if the circumstances admit of it, but if this involves his eventually proceeding by private steamer, only the families named in para. 73 (a), (b), can be given passage thereby. Families so detained, or the family of a retired departmental officer with honorary rank or warrant officer left behind owing to there being no accommodation for them in the transport by which he proceeded, may be granted free passage by a later transport. Families detained in the U. K. under similar circumstances who, had they accompanied the husband, would have received free passage by transport or private vessel, and from the port of disembarkation to their station, may be granted the same when they subsequently proceed to India, or from the port of disembarkation only if the husband proceeded at the public expense by private vessel, and the family was not entitled to passage thereby.

Widows and
children and
families of
non-effective.

77. Free passage as stated below is authorized for widows and children, and the families of non-effectives, in the following circumstances:—

British soldiers' families.

Widows and children, on the married roll, of men dying in the service; and the families, whether on the married roll or not, of deserters, insanes, convicts, and men sentenced to more than twelve months' imprisonment.—To their intended place of residence in India (if domiciled in India), or to the U. K. or the place at which the marriage was contracted. Widows and their children may alone be given passage by private vessel in the non-trooping season, all others must proceed by a govt. vessel.

Widows and children sent to India by the imperial authorities.—From port of disembarkation to their intended place of residence in India.

Orphan children remaining in India in the care of relatives.—To place of residence, also for any necessary escort thereto and back.

Other children on death or re-marriage of mother.—To their selected home in the U. K., may be sanctioned by the Divl. Comdr., provided he is satisfied that proper arrange-

ments have been made for their reception and care in the U. K., and that all further claim to passage at public expense is relinquished. A report must be submitted to the Q. M. G., India, of the names of the children, name and corps of surviving parent, the name, and sailing date of the vessel, and name and address of the person who is to receive the children, in sufficient time to admit of its reaching the S. of S. for India before the children arrive in the U. K. This report is not, however, required in cases where the children are accompanied by their fathers or other relatives who undertake the responsibility of handing them over personally to their intended guardians.

Families of civilian mechanics.

Widows and children of those engaged in the U. K. who die in the service.—To the U. K.

Other families.

10

Widows and children of all native ranks, civilian subordinates, and public followers, who may die while serving at a station "beyond sea," provided the widow accompanied the deceased from India to such station at the public expense.—By sea and rail only to their intended place of residence in India.

78. All widows, wives, and children of British soldiers accompanied by their husbands or fathers, and those granted passage under para. 77, proceeding to the U. K. or the colonies at the public expense, must be supplied by the original despatching officer with the requisite authority (A. F. O-1777 for families of British corps, and I. A. F. T-1731 for families of U. L. ranks, pensioners, and discharged soldiers) for their conveyance to their final destination. Embarking officers will be responsible that none of the above persons leave India without this certificate.

Conveyance certificate to U. K. and colonies.

79. Free passage to and from Calcutta, Madras, Bombay, or Poona is authorized for the wives or widows of warrant officers and soldiers selected for training as sick nurses and midwives in the civil hospitals at those stations. Also for all women, and their children, from or to place of residence, when appointed matron or assistant matron of a station family hospital, or relinquishing such appointments for satisfactory reasons, and when transferred from one station hospital to another.

Sick nurses and midwives.

80. When British units leave India on field or other service without their families, the disposal of the latter will be decided by the G. of I. When sub-assistant surgeons, native soldiers, and public followers proceed on field or foreign service, or to any station where no accommodation exists for families, such families as belong to the authorized married establishment and are residing in the regimental or departmental lines, may continue to reside therein so long as the depot of the unit remains there or their quarters are not required for other purposes. If required to vacate them they may elect to either

Families of troops and followers sent on field, foreign, or other detached service.

accompany the dépôt if it is moving to another station where accommodation for families exists or to proceed to their homes at the public expense, or to remain at their original stations. If the husbands on return from the service on which they have been detached are posted to other stations, such families as elected to remain at their original stations may be given free passages to rejoin them. The families of those dying whilst on detached service may at once be sent to their homes at the public expense. Free passage is restricted to conveyance by sea, river, canal, and rail, and return passage from their homes is inadmissible, except in the case of those whose husbands proceed to colonial stations (including North China).

Transfers whilst on leave.

Transfer to
another
appointment
whilst on
leave.

81. An individual who, whilst absent on privilege leave uncombined with other leave, is transferred in the interests of the public service to another appointment or station, can draw any travelling allowance that would have been admissible had he remained at duty. When other leave is taken travelling allowances are only admissible in the case of an individual, who while on leave retains a lien on his former appointment and is transferred to a new appointment in the interests of the public service. In the latter case, he will, if not entitled to passage to his own station when returning from such leave, be granted:—

- (a) If on leave within Indian limits, the travelling allowances for any portion of the journey by rail or road, together with a refund of expenses incurred on any portion of the journey by river, up to the limit of cost which would have been admissible had he been at his original station.
- (b) If on leave out of India, travelling allowances under scales B and C, para. 29, from either Bombay or Rangoon, or any nearer port at which he may actually disembark, to his new station; also for his family (if they would have been entitled to accompany him from his original station) from the port of disembarkation if the family accompanies him, or from the original station if they remained at that station, to the new station; and the actual cost of removing authorized servants, chargers, baggage, or camp equipage left at his original station; subject to the aggregate cost not exceeding the amount that would have been incurred had he not been on leave.

NOTE (1).—In no case shall an individual, who is transferred to an appointment at another station while on leave, be allowed, on return, to rejoin his original appointment, unless such a course is ordered by competent authority in the interests of the public service.

NOTE (2).—A royal engineer officer of the M. W. S. who may have proceeded to the U. K. to undergo a course of instruction in professional subjects and whilst there is transferred in the interest of the public service to another appointment or station, will be granted travelling allowance to the same.

extent as would have been admissible had he remained at the station from which transferred.

An individual detailed for duty while on leave can only claim an equivalent extension of leave, and any travelling allowances admissible for the particular duty.

Leave or furlough on private affairs.

82. Free passages are only admissible in the following instances to individuals granted leave or furlough on private affairs, and their families:—

Leave or furlough on private affairs.

To and from the U. K.

- (a) Lady nurses on re-engagement. By road, river, rail, and sea, on both the homeward and return journeys.

NOTE.—A lady nurse on re-engagement, proceeding on leave to a British colony or possession, may, if she has a colonial domicile, be granted passage to and from the colony or possession concerned, a return ticket being taken whenever possible. When practicable, passage should be allotted by govt. transport to the nearest point to the lady's home, a return ticket being taken for the remainder of the sea voyage.

- (b) British soldiers granted furlough under the rules in A. R. I., Vol. II. By road, river, rail, and sea in a govt. or hired transport (between Burma and India by private vessel if necessary) on both the homeward and return journeys, N. C. O's and men must, on embarkation, deposit £2 with the O. C. troops to cover their conveyance expenses on arrival in England.

NOTE.—British soldiers who are granted furlough to their homes in the colonies may be allowed free passage by road, river, and rail within Indian limits, and by sea, on both the homeward and return journeys.

- (c) Families when, in special cases, the Divl. Comdr. sanctions their accompanying British soldiers granted furlough under (b). Those of men in regimental employ receive passage by road, river, rail, and sea in a govt. vessel only; those of individuals of the U. L. and of the R. E. Indian establishment by road, river, and rail, also not-entitled sea passages if available, see para. 44; on both the homeward and return journeys. The families of men who marry whilst on furlough, and are placed on the married roll, will also receive passage from the U. K. under this rule. Also free passage from India to Burma in a private steamer should passage in a govt. or hired transport not be available.

The wives of British soldiers serving in British cavalry, artillery, and infantry units in India, who marry with the permission of the proper authority whilst on payment furlough in the U. K. By sea in a govt. or hired transport, and by rail, river, and road from the port of disembarkation to the soldier's station in India.

Within Indian limits.

- (d) Native soldiers proceeding on or returning from furlough, or leave which is subsequently converted into furlough, limited to the numbers authorized in A. R. I., Vol. II. By rail only, by the most direct route to and from their homes in all cases where rail communication exists; unless they are natives of India proper serving in the local Burma battalions, or in the Aden troop, Rangoon section and No. 23 (Fortress) Company S. and M., and the coast defence lascars permanently stationed at Rangoon or Aden, when free passage by sea from and to Rangoon and Calcutta or Madras, or Aden and Bombay or Karachi, as the case may be, is also authorized. Also for quartermaster dafadars and kot-dafadars of mule transport localised in Burma, when proceeding on, or returning from, furlough in India.

Native soldiers whose units are stationed 800 miles or more, by the main route, from their recruiting centres, proceeding on leave, may, at the discretion of the C. O., be granted free passage by rail to and from their homes, subject to a limit of 20 per cent. per annum of the men of aggregate established strength of the classes affected.

- (e) Native soldiers of the Aden troop, limited to five annually, granted short leave to India. By govt. or hired transport only between Aden and Bombay or Karachi, when proceeding and returning.
- (f) Sub-assistant surgeons in military employ when proceeding on leave on reduced pay for a period of not less than six months and when returning therefrom. By rail only, by the most direct route to and from their homes in all cases where rail communication exists; unless serving with localized units in Burma or at Aden, when passage by sea between Rangoon and Calcutta or Madras, or between Aden and Bombay or Karachi, is also authorized. In the case of those granted such leave from Aden the families accompanying, if the result of Indian and not local marriages, will also be granted free passage by sea between Aden and Bombay.
- (g) Families, the result of Indian and not local marriages, accompanying soldiers of the Aden troop, No. 23 (Fortress) Company S. and M. and coast defence lascars permanently stationed at Aden or Rangoon who are granted furlough to India (limited to fifteen per cent. of the authorized married establishment annually). By sea between Aden and Bombay or Karachi, or between Rangoon and Calcutta or Madras, as the case may be, when proceeding and returning.

- (h) Transport personnel serving in Burma, if originally engaged in "India proper" when granted accumulated leave to India after three years' service on the active list, provided that in the case of drivers the men enlist to serve for another term of three years after the expiry of the leave. By sea, river, and rail to and from their homes in India.

Public followers granted furlough under para. 264-B, A. R. I., Vol. II. By rail to and from their homes.

- (i) Civilian subordinates serving at Aden or in Burma may only be granted not-entitled passage when proceeding on or returning from p. a. leave to India.

Movements on medical grounds.

83. The following persons are alone entitled to free passage, to the extent stated, when granted leave on m. c., or moved on medical grounds, but see also para. 71:—

Proceeding to the U. K.

On m. c. leave.

- (a) British service officers, Indian service officers invalided on account of wounds received in action or illness contracted on service in the field, lady nurses, departmental officers with honorary rank and warrant officers, schoolmistresses, and all British soldiers of the U. L. or the R. E. Indian establishment. By road, river, and rail within Indian limits, and by sea on both the homeward and outward journeys (see also Note (2). clause (b)).

When a British service officer proceeding on long leave to the U. K. on m. c. is granted passage by private vessel, his family may be allowed to follow him as entitled passengers in a govt. or hired transport, provided that no member of the family, who has previously, during the officer's Indian tour, been granted free passage to the U. K. in any circumstances, shall again receive this concession. Similarly, these families will have no claim to return passages if they have previously, during the officer's Indian tour, received free passages to India in any circumstances.

NOTE (1).—An Indian service officer sent to the U. K. from an imperial station on m. c. leave will be allowed free passage on both the homeward and outward journeys.

NOTE (2).—British service regimental officers and officers attached to British regiments pending appointment to the I. A., who, while on m. c. leave in the U. K., are ordered by the War or I. O. to appear before a medical board, will be allowed their travelling expenses.

- (b) Indian service subalterns. By sea on the homeward journey and road only from the in India to their stations

NOTE (1).—An officer of the British or Indian service entitled to free passage under clause (a) or (b) above, who has his domicile in a British colony or possession, may, when invalidated by a medical board with a special recommendation that he should proceed to his home, be granted a passage to the colony or possession concerned. A British service officer, or an Indian service officer invalidated on account of wounds received, in action or illness contracted on service in the field, will be granted a return passage, a return ticket being taken whenever possible. When practicable, passage should be allotted by govt. transport to the nearest point to the officer's home and passage money should be given for the remainder of the sea voyage, a return ticket being taken where necessary. A lady nurse proceeding on sick leave to a British colony or possession, may also, if she has a colonial domicile, be similarly granted passage to and from the colony or possession concerned.

NOTE (2).—Indian service subalterns, departmental officers and warrant officers of the Indian U. L., in military employ when leaving India on leave on m. c. combined with privilege leave, will be granted free passage to the same extent as if proceeding on leave on m. c. alone.

Invalided by a medical board.

- (c) Lady nurses. By road, river, rail, and sea on the homeward journey.
- (d) Families of officers entitled to passage as general officers (para. 73). By road, river, rail, and sea, on the homeward journey. In this case the certificate of a medical officer will be sufficient authority. Return passage to India or any subsequent passage home is inadmissible.
- (e) Families of veterinary officers in military employ, quartermasters, ridingmasters, district officers of R. A., and inspectors of ordnance machinery or army schools. By road, river, rail, and sea on the homeward journey. Return passage, on recovery, requires the sanction of the S. of S. for India, and sea passage will only be granted by a govt. or hired transport.
- (f) Army schoolmistresses. By road, river, rail, and sea on the homeward journey.
- (g) Families of British soldiers. By road, river, rail, and sea by a govt. or hired transport except in the circumstances mentioned in para. 71, on both the homeward and outward journeys. A report of the invaliding of each family must be made to the Q. M. G., India, through the Divl. Comdr.; also in the case of families of men in regimental employ to the officer in charge of records concerned.

Accompanying husbands proceeding on m. c. leave.

- (h) Families of British soldiers on the U. L. or R. E. Indian establishment. By road, river, rail, and sea on both homeward and outward journeys. The return passage to India by sea will be provided in a govt. or hired transport only.

NOTE.—The persons named in clauses (a) to (h) may be granted in lieu passage to a country other than the U. K., also return passage to India in cases where such passage would have been admissible from the U. K., provided no extra expense is thereby caused to the state, this being determined with reference to the fact whether passage would have been provided by private vessel or transport under para. 12 and the preceding clauses. If an invalid entitled to passage by a govt. or hired transport, proceeds to a place at which transports do not call, he or she will only be granted free passage by transport to or from the port of call nearest to that place.

Within Indian limits, and to and from "beyond sea" stations.

- (i) All British and Indian service officers, departmental officers with honorary rank and warrant officers—

(1) serving at "beyond sea" stations when proceeding to or returning from India on m. c. leave. By sea only to and from the nearest port to their own division or independent brigade.

Note.—If recommended by the medical authorities passage may be given in lieu to and from any place east of the Cape of Good Hope, provided no extra expense is involved.

(2) invalided from field service for any cause. By road, river, rail, and sea, on warrant, to the station in India to which sent, and when returning therefrom on recovery, or rejoining their units or appointments. If invalided out of India (see clause (a)), a separate warrant will be issued for the return of the field service scale of servants, chargers, and tentage to the individual's ordinary station or any other station not involving more expense.

(3) when proceeding to another station to appear before a medical board for a prescribed medical examination (except one required for commutation of pension or for the grant or continuance of a wound or injury pension); or for the grant of m. c. leave to the U. K. provided they are granted such leave and are then entitled to passage under clause (a) or (b). By road, river, and rail, when proceeding from and returning to their own stations.

(4) returning from m. c. leave out of India when their unit has been moved to, or they are ordered to join an appointment at, a "beyond sea" station. By sea only from a port in India.

(j) Lady nurses travelling to and from another station on medical certificate. By road, river, and rail.

(k) Married warrant and N. C. O's and men on the U. I., of the I. S. M. D., or in extra-regimental employ, who are not in receipt of consolidated pay or pay and staff pay combined exceeding Rs. 150 a month, and their families; also all British regimental warrant and N. C. O's and men, their families, and army schoolmistresses; when proceeding, on the recommendation of the appointed medical officer (see para. 67, A. R. I., Vol. VI), to, or returning on recovery from, a hill or other station in India, or when accompanying a sick husband or family; also when proceeding to another station in India to consult a specialist

under the orders of competent authority and when returning therefrom. By sea, rail, river, and road.

NOTE.—The limit of pay imposed in certain cases above may be waived by a Divl. Comdr. when he is satisfied that its application would entail serious hardship.

- (l) A British soldier accompanying his wife, invalided under (g), to the port of embarkation and when returning therefrom. On the authority of a station order. By road, river, rail, and sea.
- (m) Civilian subordinates engaged in India, when serving in Burma or at Aden, and proceeding to or returning from India on m. c. leave, and for their families when these are authorized. By rail and river in Burma to and from Rangoon, and by sea from Rangoon to Calcutta or Madras, or from Aden to Bombay or Karachi, respectively, and on the return journey, for themselves. Their families will only be granted passage by rail and river in Burma to Rangoon, and by sea from Rangoon or Aden in a govt. or hired transport. Return passages are inadmissible, but not-entitled sea passages may be granted by a govt. or hired transport.
- (n) Native soldiers, sub-assistant surgeons, and recruit and pension boys, proceeding to or returning from their homes on m. c. leave. By rail, river, and by sea in govt. or hired transports only unless, on the recommendation of a medical officer, passage by private vessel is authorized by a station order. In the case of men serving at Aden or in Burma, however, free passage by private vessel may be authorized for the return journey by sea when no govt. or hired transport is sailing within fourteen days of the date on which the individual should ordinarily embark to return to duty. Free conveyance by road will only be given under the conditions prescribed in para. 39 (a).
- (o) Native soldiers, sub-assistant surgeons, and public followers declared unfit for further service, and necessarily sent to another station to appear before an invaliding board, if unable to march thereto and, on the recommendation of a medical officer, the O. C. the station authorizes their conveyance at the public expense. By rail and river, also by road, if necessary, under the conditions laid down in para. 39, when proceeding and returning.
- (p) Attested public followers when proceeding on or returning from leave on m. c. By rail only to and from their homes (except those whose homes are accessible only by sea to whom free sea passage will be given).
- (q) Public followers entertained in India, when serving at a "beyond-sea" station, when proceeding to

- and returning from India on m. c. leave. By rail, river, and by sea in a govt. or hired transport only unless, on the recommendation of a medical officer, passage by private vessel is authorized by a station order, to and from their homes.
- (7) Private followers serving at colonial stations (including China) garrisoned by Indian troops, who were taken to those stations in the first instance at the public expense, when proceeding to and returning from India on m. c. leave granted on the recommendation of a medical board. By sea only to and from their homes.
- (8) Families of the authorized married establishment and natives of India proper, accompanying native soldiers of the local Burma battalions proceeding to and returning from India on m. c. leave. By sea only between Rangoon and Calcutta or Madras.
- (9) Families of the authorized married establishment, the result of Indian and not local marriages, accompanying men of the Aden troop and coast defence lascars permanently stationed at Aden, or Rangoon, when proceeding to or returning from India on m. c. leave. By sea only between Aden and Bombay or Karachi, or between Rangoon and Calcutta or Madras, as the case may be.
- (10) Families of native soldiers of the authorized married establishment temporarily serving at stations outside the civil province or administration in which the soldiers were recruited, who were originally conveyed to such stations at the public expense, when accompanying the soldier proceeding to his home on m. c. leave. By rail to their homes only, on the condition that no further passage will be granted to them until the unit has returned to the civil province or administration in which the soldiers concerned were recruited and they have rejoined it at their own expense.
- (11) Families accompanying public followers, entertained in India for continuous service in Burma, when proceeding to India on m. c. leave. By rail, river, and sea, to their homes in India. Return passages are inadmissible, but not-entitled passages by govt. or hired transports may be granted.
- (12) Civilian subordinates and public followers, whether permanent or temporary, when invalided or granted leave on m. c., in consequence of sickness or injuries contracted on or distinctly attributable to field service, and conveyance at the public expense is considered necessary by the officer under whom they are serving. By sea, river, rail, and by road, if necessary, under the conditions prescribed in para. 39 (a), to their homes or other stations in India, and return conveyance if they subsequently have to rejoin for duty.

Pasteur Institutes, Kasauli and Coonoor.

(x) Individuals proceeding to the above institutes and returning therefrom are entitled to free passage as follows:—

- (1) Military medical pupils, and civilian subordinates whose pay does not exceed Rs. 100 per mensem. By rail, river, road, and sea to and from Kasauli or Coonoor.
- (2) All public followers serving in India, Aden, or Burma. By rail, river, and sea, and by road if specially authorized under the conditions prescribed in para. 39 (a), to and from Kasauli or Coonoor.
- (3) All medical, veterinary, and ecclesiastical officers, and all subordinates of the I. S. M. D., who are recommended by the medical authorities to proceed to a Pasteur Institute for treatment in consequence of their becoming infected with the poison of hydrophobia whilst in the execution of their several offices. By rail, river, road, and sea to and from Kasauli or Coonoor. In all other circumstances, officers of the British and Indian services and departmental officers with honorary rank, who may be serving at "beyond sea" stations, by sea only, to and from the nearest port to their own division or independent brigade; departmental warrant officers, lady nurses, army schoolmistresses, British soldiers, and the families of these classes, as if proceeding to another station on medical grounds under clauses (i), (j), and (k); and civilian subordinates whose pay exceeds Rs. 100 per mensem, native soldiers and their families, sub-assistant surgeons and recruit and pension boys, as if proceeding on m. c. leave under clauses (m) and (n).
- (4) Native families may accompany the men when they are also granted m. c. leave to their home after treatment, but will only receive passage to the extent stated in clauses (m), (s), (t), and (v).

British
soldier
accompany-
ing invalided
family.

84. When a medical board recommends that a British soldier should accompany his invalided family to the U. K. he will be granted furlough or transferred to the home establishment (see A. R. I., Vol. II), and given free passage with his family. When transferred to the home establishment a copy of the proceedings of the medical board must be sent, through the Divl. Comdr., to the officer in charge of records concerned.

Extensions, etc., of leave.

Extension of
leave in U. K.

85. Officers of the British service, departmental officers with honorary rank and warrant officers, on leave on p. a. in

the U. K. who, on the recommendation of a medical board, are granted extensions of leave exceeding two months on account of sickness contracted in India, shall be provided with free return passage to their stations in India. Those on leave on m. c. in the U. K. who obtain extensions of leave on p. a. shall thereby forfeit all claim to return conveyance, except in very urgent and exceptional cases where the extension has been sanctioned for reasons beyond the control of the individual and does not exceed fourteen days. Individuals who, after being placed under orders to embark for India, obtain leave from the Indian authorities which delays their embarkation, will be required to join in India at their own expense.

Recall from leave.

86. All officers and warrant officers of the British and Indian services and lady nurses on leave (other than privilege leave) in the U. K., who may, at the request of the C-in-C., be ordered to return to India on public grounds before the expiration of their leave, will be given free passage to their stations. Similarly, the individuals mentioned above and sub-assistant surgeons on leave in India, other than recreation or district leave, recalled for active service, or by the Bde. Comdr. to rejoin their corps or appointment forthwith for duty, will be given free passage, provided the emergency necessitating their return could not have been foreseen when they proceeded on leave. When the leave is only curtailed by a short period the S. of S. for India, or the Bde. Comdr., as the case may be, will on each occasion decide whether free passage shall be granted. Those similarly recalled by the C-in-C. from leave to the colonies may, under the orders of H. E., be refunded their actual expenses on return, but not exceeding the cost of their recall from the U. K. Recall from leave

Civilian subordinates recalled to duty on public grounds from leave, are entitled to free passage from the place of recall to the station to which recalled.

Native soldiers and public followers on short leave exceeding 15 days (except those belonging to silladar cavalry regiments, who have taken their authorized animals and syces to their homes) when recalled for field service will be given free passage by rail only from the station at which they are on leave. Native soldiers recalled from furlough for field service may be reimbursed their actual travelling expenses, otherwise than by rail, on their homeward and return journeys; and, in the case of cavalry men, if the circumstances render it necessary, free rail passage may also be given for the return journey of any authorized animals and syces taken by the soldiers on furlough or leave at their own expense. In the latter case free rail passage may be given to the soldiers, and to their authorized animals and syces from such stations as are detailed in the F. S. Manual, Native Silladar Cavalry, Table XXIX.

Recruits and recruiting parties.

87. A recruit for the British army is entitled to free conveyance from the place of his enlistment to the station of the unit he is posted to. British recruit.

Native gentlemen.

88. A native gentleman, who is an accepted direct commission candidate, ordered to join a unit with a view to nomination for a direct commission, will be granted free conveyance by rail, river, canal and sea, and a travelling allowance of two annas a mile by road, from his home to the station of his unit.

Native recruits, etc.

89. All native recruits, and followers entertained for the A. B. corps and for the active and reserve lists of the S. and T. corps, are entitled to free conveyance by rail, river, canal, and sea, from the place of their joining a recruiting party to the recruiting or medical examination station, and onwards, if necessary, to their unit. Those brought direct to hqrs. by men of the unit, and those who present themselves thereat, by request of the O. C. or who produce a certificate signed by a civil officer of the district that they reported their intention of proceeding to hqrs. for enrolment, will, if finally approved, be refunded their actual travelling expenses. No expense will be admitted on account of road journeys. Men selected for appointment as authorized schoolmasters of native corps, or as veterinary dafadars in the S. and T. corps, are similarly entitled to free conveyance to join their unit.

Rejected persons.

90. Any person mentioned above brought by a recruiting party, who may be finally rejected by a R. O. or the O. C., will be granted return passage by rail, river, canal, and sea, to the place at which he joined the recruiting party, or to his home if he actually proceeded therefrom to the former place, or to any other place not involving extra expense.

For road journeys an allowance of two annas per fifteen miles, or a daily allowance of two annas in the case of Gurkhas returning to their homes in Nepal, will be given.

Recruiting parties.

91. Recruiting parties are allowed free conveyance by rail, river, canal, and sea, from and to the station of their unit. When moving by road, batta will be drawn to provide for the conveyance of their baggage, except in the case of journeys in Assam and Cutch where free carriage is given in lieu. Parties sent from British mounted units, non-silladar cavalry regiments, cavalry school, Saugor, or remount depôts, to engage syces, are allowed free conveyance by rail to the recruiting ground, and for themselves and the syces engaged when returning therefrom. In the case of non-silladar cavalry regiments the services of N. C. O's and men on leave or furlough should, as far as possible, be utilized. Parties sent to outstations to engage artificers for ordnance factories are also allowed free conveyance by rail to and from the recruiting station, warrants being issued for both journeys.

Railway expenses.

92. Recruiting parties, except when proceeding from their units, will ordinarily pay their own and their recruits' railway fares, railway warrants being only used at the discretion of recruiting officers, the amount so expended being recovered by the unit on the certificate of the recruiting officer. Indian officers on recruiting duty when travelling otherwise than on warrant will use I. A. F. T-1709 (form E) for their journeys over contract railways. These will be issued by the C. O. duly signed and filled in except as regards the route which will be filled in by the Indian officer himself. Such signed forms

will be accounted for by the issuing officer, by a verification with the "no warrant" certificates granted by recruiting officers. A receipt for each form E used will be given to the Indian officer by the railway authorities.

Army Reserve.

British.

93. A British soldier transferred to the reserve is only entitled to free passage for himself, and family if on the married roll, to his selected place of residence in the U. K. If permitted to remain in India he is not entitled to passage to his selected place of residence, but on transfer to the reserve at home, or on final discharge from the reserve, he may then receive passage, under para. 69, for himself and, if borne on the married roll on leaving the colours, his family, if he elects to leave India. Those transferred to the reserve while serving in the U. K. or a colony, and permitted to reside in India, are not, however, entitled to free passage on final discharge.

Passage on transfer to reserve

NOTE—A man discharged from the reserve while employed in the police (see Vol. II), retains his right to passage to the U. K. or a British colony for himself and his family (if borne on the married roll), during the period which would be covered under ordinary circumstances by his reserve service.

Indian.

94. An officer of the I. A. Reserve is allowed free passage from and to his home in India or elsewhere, when called up for, or returning from, training or service.

Officers.

95. On the occasions specified below, a native soldier reservist is allowed free passage to and from his usual place of residence or employment in British India or Ceylon, or in the case of Gurkhas and trans-frontier Pathans, to and from their place of residence in trans-frontier territory, if not residing in British India or Ceylon:—

Native soldier reservists.

(a) On joining the reserve. By rail, river, and sea.

(b) When called up for training (see A. R. I., Vol. II) or service, or returning therefrom, when required, on account of absence through sickness or other reasonable cause, to proceed to the reserve centre nearest his home for medical examination, or when retransferred to the active list at his own request provided his battalion is then under orders for service. By rail, river, and sea, and for road journeys two annas for every fifteen miles or fraction thereof.

(c) When invalided during training. By rail only.

A native soldier reservist living beyond the north-west frontier, when called to receive his pay during the non-training year, may be granted travelling allowance for road journeys at two annas per fifteen miles or fraction thereof, from his home to the nearest post office, or the reserve centre, and back, whichever arrangement is more economical.

A man who has been granted his discharge after having served for three years, being under 32 years of age and certified as suitable for the reserve on his discharge certificate, and who is authorized to present himself before the civil or military medical officer nearest his home for examination as to his

physical fitness for service in the reserve, will be allowed free passage by rail and river and two annas for every fifteen miles or fraction thereof travelled by road from his home to the station at which he is examined, and back.

S. and T.
corps re-
servists.

96. A reservist of the S. and T. corps is allowed free passage to the following extent, the provisions of the preamble to para. 95 being also applicable to reservists of the S. and T. corps:—

- (a) On transfer to the reserve. By rail, river and sea.
- (b) When called up for, or returning from, training, muster or service. By rail, and two annas per every fifteen miles or fraction thereof travelled by road.

Insanes.

Passages for
insanes and
attendants.

97. Free passage is authorized for any officer of the British and Indian services, departmental officer with honorary rank and warrant officer; British soldier, and member of a British soldier's family, declared insane, when proceeding to the U. K. or to and from an asylum in India; also for any special attendants or escort, in addition to the attendant allowed by para. 105, accompanying them to a port of embarkation or asylum on the recommendation of a medical board.

Arrange-
ments for
transfer to
U. K.

98. Insane officers will only be sent to the U. K. by private steamer when their detention for a govt. vessel is declared undesirable by the medical authorities. Other ranks and members of British soldiers' families, also suspected or recovered insanes, should ordinarily only be sent in transports having special accommodation for insanes, being allotted thereto by the G. O. C. ^{Bombay}_{Karachi} Bde. on the application of the Divl. Comdr. concerned; those detailed for direct embarkation will be despatched in communication with the O. C. at the port, so as to reach it three clear days before the sailing of the vessel to which they have been allotted.

Insane widows, wives and children of British soldiers, should not be despatched without the sanction of the G. of I. unless they have relatives or friends in the U. K. who are willing to take charge of them on arrival. An insane should be accompanied by the husband or father, or a special nurse.

Whenever it is proposed to send insanes by private vessels, due notice of such intention, with particulars of the form of insanity, must be given to the company concerned, and an attendant must accompany them. No insane should be conspicuously posted as such. The rules for the care of insanes on the homeward voyage and for their disposal on arrival in the U. K. are detailed in the K. R.

Recovered
insanes.

99. Recovered insanes will be despatched to the port of embarkation with ordinary invalids as "invalids under surveillance" and not as "insanes," under such supervision as the A. D. M. S. or D. D. M. S. may consider necessary. To provide for cases of relapse, they should only be sent to the U. K. in transports having accommodation for insanes, and during the voyage should be treated as ordinary invalids, except that they must not be detailed for important duties or as sentries with arms. They should be informally inspected by a medical officer daily.

Convicts and prisoners.

100. Military convicts and prisoners should be sent to the U. K. in govt. vessels. British soldiers, not enlisted in India, discharged from the army on conviction by the civil power will, on completion of their sentence, be despatched by the civil authorities to the U. K. in a private vessel, the cost being debited to the military estimates.

Orphanages.

101. Free passage is allowed:—

(1) To the children of warrant and N. C. O's and men on the U. L., of the I. S. M. D., or in extra-regimental employ, who are not in receipt of consolidated pay or pay and staff pay combined, exceeding Rs. 150 a month; all British regimental warrant and N. C. O's and men; bandsmen of the Governor's band, Madras; Carnatic ordnance artificers; and Europeans and Eurasians enrolled in native corps before the

15th September 1902; on first admission to a recognised* orphanage, or on transfer from an institution in the plains to one in the hills when placed in the former pending accommodation becoming available in the latter.

Recognised orphanages.—Includes Lawrence Military Asylums at Sanawar, Murree, Mount Abu and Ootacamund and all recognised boarding schools for Europeans certified as such by the education department of the province concerned.

(2) To the fatherless children of departmental officers with honorary rank, warrant officers, and any British soldier; pensioners; Carnatic ordnance artificers; and bandsmen of the Governor's band, Madras; if admitted into any of the above orphanages with the sanction of the G. of I.; or to the Lawrence military asylums at Sanawar and Ootacamund with the sanction of the Principal, or at Murree and Mount Abu with the sanction of the committee.

(3) To the parent or other authorized person conducting such children to the above institutions for the first time and when returning therefrom; also when proceeding to withdraw children to accompany their fathers, on departure from India, on transfer between the area falling under Northern Army and the area comprised by Quetta, Mhow, and Poona divns. and Aden Brigade, and the Secunderabad-Burma divns., or on discharge; and when returning from the institution; for themselves and the children. In all other cases the parent or guardian must defray his own expenses.

NOTE.—When the parents of children in the Lawrence asylums and other recognised orphanages proceed to England, such children must be removed from the institutions and accompany them, except when the absence of the parent or parents is not to exceed one year, in which case the children may be retained on an approved guarantee that they will be removed without any expense to govt. or the institutions, in the event of the parents not returning to India on the expiration of that period.

(4) From the institution to their intended place of residence for govt. wards over 16 years of age whose friends are willing to take charge of them, and from and to the institution for the institution official whom, in the case of female

Authorized scales of servants and attendants, chargers, baggage, tentage and stores.

103. All units and individuals proceeding on or returning from field service will be allowed carriage by river, road, and rail for the scales of servants, horses, tents, and baggage, laid down in the F. S. Manuals. When proceeding by sea all ranks may be allowed half the permanent duty sea scale. All ranks will be booked by warrant.

Proceeding
on or return
ing from field
service.

If, however, it is probable they will be detained at an intermediate station, despatching officers can at their discretion grant the temporary duty scale thereto, the field service scales only applying from the station from which they actually proceed on service.

If detained for permanent duty after the termination of field operations, free conveyance for the difference between the field service and ordinary scale of baggage may then be given.

104. All ranks entitled to free passage will be allowed servants, baggage, and tentage, on the undermentioned scale, when travelling allowances are not drawn:—

Servants,
baggage, and
tentage, on
peace move-
ments.

Class.	PROCEEDING TO OR FROM THE U. K. OR THE COLONIES.				MOVING BY SEA, RAIL, AND RIVER, WITHIN INDIAN LIMITS OR TO OR FROM STATIONS "BEYOND SEA."			
	By rail and river to or from the seaport.		By sea.		Permanent duty.		Temporary and inspection duty.	
	Servants.	Baggage	Servants. (a)	Baggage. (a)	Servants. (b).	Baggage and tentage (b), (c)	Servants. (c)	Baggage. (c), (d), (e)
1	2	3	4	5	6	7	8	9
<i>British.</i>	No.	Mds.	No.	Cwt.	No.	Mds.	No.	Mds.
Commander-in-Chief . . .			Discretionary				Discretionary.	
The G. O. S. and an Army Commander (c) . . .	1	20	1 (male)	36	8	30	4	15
Major-General . . .	1	10	1 (male)	36	6	20	3	10
Brigadier-General (d) . . .	1	10	1 (male)	30	6	20	3	10
Colonel (d) . . .	1	8	..	{ 30 (1) 18 (2) 20 (1) }	4	15	2	7
Lieutenant-Colonel . . .	1	8	..	{ 18 (2) 18 (1) }	4	15	2	7
Major . . .	1	8	..	{ 15 (2) 12 (1) }	4	15	2	7
Captain . . .	1	6	..	{ 10 (2) 12 (1) }	3	10	2	6
Subaltern . . .	1	6	..	{ 9 (2) }	3	10	2	5
Officer of Indian Army reserve (cavalry branch) . . .	..	..	..	..	..	..	1	5
Departmental officer . . .	..	3	..	31	1	5	1	3

(1) For Royal Army Medical Corps, Royal Army Veterinary Corps, and all staff officers.
(2) For regimental officers.

Class.	PROCEEDING TO, OR FROM THE U. K. OR THE COLONIES.				MOVING BY SEA, RAIL, AND RIVER, WITHIN INDIAN LIMITS OR TO OR FROM STATIONS "BEYOND SEA."			
	By rail and river to or from the seaport.		By sea.		Permanent duty.		Temporary and Inspection duty.	
	Servants.	Baggage.	Servants, (a)	Baggage. (c)	Servants. (b)	Baggage, and tentage. (c), (b), (i)	Servants. (b)	Baggage. (b), (i)
1	2	3	4	5	6	7	8	9
<i>British—concd.</i>	No.	Mds.	No.	Cwt.	No.	Mds.	No.	Mds.
Regimental and garrison warrant officer	2	..	3½	1	2½	1	2½
Schoolmaster, if a warrant officer	3½	..	4½	1	4	1	4
Schoolmaster, not a warrant officer	3½	..	3½	1	4	1	4
Schoolmistress	3½	..	3½	1	4	1	4
Non-commissioned officers, class I	2	..	2½	1	2	1	2½
Non-commissioned officers, class II	2	..	1½	1	2½	1	2½
Non-commissioned officers, class III	1	..	1½	1	1½	1	1½
Other non-commissioned officers, Sappers and Miners	1	..	According to rank.	1	1½	1	1½
Serjeants	1	..	1½	..	1	..	1
Rank and file	1	..	{ 37lbs. (3) 50 ,, (4) }	..	1	..	1
<i>Native. (i)</i>								
Native A.-D.-C.	3	10	2	5
Native officer (e), (f)	1	3	1	2½
Sub-assistant surgeon (e)	1	2½	1	2½
Non-commissioned officer	½	..	½
Private, drummer, and similar ranks	½	..	½
Public follower and office menial	½	..	½
Private followers, all units and detachments	10 per cent. on strength of troops, exclusive of the author- ized native establish- ment.	½ each	10 per cent. on strength of troops exclusive of the author- ized native establish- ment.	½ each

(3) For Royal Garrison Artillery and British Infantry.

(4) For British Cavalry, Royal Horse or Field Artillery, and British Mountain Battery.

Officers' mess followers	BY SEA WITHIN INDIAN LIMITS OR TO OR FROM STATIONS "BEYOND SEA."		BY RAIL AND RIVER WITHIN INDIAN LIMITS.	
	Servants.	Baggage.	Servants.	Baggage.
	No.	Mds.	No.	Mds.
Regiment of British cavalry or batta- lion of infantry	9	4½	12	6
Battery or company, R. H. A., R. F. A., R. G. A.	5	2½	4	2
Battery, native artillery	5	2½	4	2
Regiment of native cavalry or infantry	6	3	6	3
Detachments of above . . . . .	..	Proportionate to strength.	..	..
Company of S. and M. . . . .	..	1	2	1



BY ROAD.

MARCHING.		
All British officers and departmental warrant officers moving by road, except when accompanying troops by route march when they must defray all expenses from their tentage allowance, or when	British ranks Regimental warrant officers and N. C. O's, class I, battery and company serjeant-major and quartermaster-serjeants, R. A., and N. C. officers serving with Sappers and Miners.	Mountain Artillery British soldiers . . . 80 lbs. Native ranks . . . 60 " Non-killadar native troops not drawing batta. (1)
	2½ maunds each. Other N. C. O's and men of—	Indian ranks— Native officers, including tents . . . 400 lbs. N. C. O's . . . 90 " Sepoys, etc. . . 60 " All ranks of Pioneer battalions are allowed 4½ lbs. additional for carriage of great-coat. Followers. Free carriage for 20 lbs. is allowed to authorized followers in units, who are not in receipt of batta but are paid by the State even though they do not fall within the definition of a "public follower."
ances and make their own arrangements, except in the case of inspecting officers, etc., who travel on warrant (see paras. 35 and 203).	men) R. C. A and Infantry 66 " " The difference between the above and the railway scale may be sent by rail with the heavy stores.	
By bullock train or country cart British soldiers are allowed conveyance for the rail scale of baggage.		

(4) Only European servants can be embarked in transports proceeding to the U. K.

(5) The following additional baggage is allowed by sea :—

- (i) Officers of the R. E., medical officers and chaplains, 2 cwts.
- (ii) Veterinary officers and inspectors of army schools or of ordnance machinery, 1 cwt.
- (iii) Mounted officers for horse equipment, 2 cwts. for the first horse and 1 cwt. for each other horse which they may be required to maintain at the station to which proceeding.

Families when travelling on warrant.

Class.	BAGGAGE.		By road.
	By sea.	By rail or river within Indian limits.	
	Cwt.	Mds.	<i>For families of regimental warrant and N. C. O's and men only.</i> If conveyed by dak of any description, free conveyance is also authorized for the rail scale of baggage. If conveyed by bullock train or country cart, all baggage must be carried with the families in their carts, except between Abu Road station and Mount Abu when separate transport for baggage will be provided.
Wives of non-departmental and regimental warrant and all N. C. O's and men . . .	2	(a) $1\frac{1}{2}$	
Each child over 3 . . .	$\frac{1}{2}$	$\frac{1}{4}$	
Each child under 3 . . .	<i>Nil.</i>	$\frac{1}{4}$	
	Mds.	Mds.	<i>Nil.</i>
Wives of native officers and sub-assistant surgeons . . .	$1\frac{1}{2}$	$1\frac{1}{2}$	
Each child . . .	$\frac{1}{4}$	$\frac{1}{4}$	
Wives of other native ranks and public followers . . .	$\frac{1}{2}$	$\frac{1}{2}$	
Each child . . .	$\frac{1}{4}$	$\frac{1}{4}$	

(a) Half maund each woman and $\frac{1}{4}$ maund each child additional when proceeding to or from hill stations.

Others.

Class.	By sea en route to or from the U. K. or the Colonies.		By sea within Indian limits, or to or from "beyond sea" station.		By river within Indian limits.		Rail and road, within Indian limits.
	Servants	Baggage	Servants	Baggage	Servants	Baggage	
	No.	Cwt.	No.	Cwt.			
Civilian chief clerks or personal assistants of Branches of Army Hqrs.	1	4½	1		
Chief mechanical engineer, and civil chief master armoured or other civilian mechanic given that status, engaged prior to the 16th November 1893	7	1	4½	1		
Civil chief master armoured engaged subsequent to 16th November 1893 and other civilian mechanics	3	1	3	1		
Civilian subordinates in receipt of Rs. 50 and over	1	1½	1		
Civilian subordinates drawing under Rs. 50 (b)	1½	..		
Lady nurse	12	1	6	1		
Wives of general officers	1 female	5	..	5	..		
Each child	1	..	1	..		
Wives of other officers, except subalterns	5	..	5	..		
Each child	(a)	1	..	1	..		
Wives of subalterns and 1st class civilian mechanics	5	..	5	..		
Each child	1	..	1	..		
Wives of departmental warrant officers, 2nd class civilian mechanics, and civilian subordinates	2	..	2	..		
Each child	1	..	1	..		

The free allowance authorized for the class of passage provided, No charge for extra luggage will be admitted.

Travelling allowances will be drawn.

(a) An O. C. at a port of embarkation may sanction a nurse accompanying one or more children of a family when he is satisfied that such attendance is necessary. He will also decide the class of accommodation to be provided in govt. or hired transports for nurses in charge of the children of widower officers. If sanctioned, and an officer and his family proceed by private steamer, free passage or passage money for the nurse is authorized. A governess, not being a member of an officer's family, may be allowed second class passage in lieu of nurse.

Attendants.

105. Special attendants are allowed in the following cases:—

- (a) When the medical authorities certify that a sick officer, or a sick member of his family, proceeding to the U. K. or the colonies, require special care, an extra native servant, or in the case of an officer a British soldier attendant, may be given

Attendants on sick and invalid individuals.

Native establishments:

106. Native follower establishments of British units will ordinarily remain in their own station, being transferred from outgoing to incoming units. If a unit moves by route march to another station with its establishments, the latter will either be transferred to their new unit *en route* or return to their own station by rail as soon as possible after arrival at destination. When a unit leaves its station by rail for another station, or for the U. K. or the colonies, either without relief or on being relieved by a unit having its own establishments, all permanent establishments will be transferred, with their documents, for temporary employment, payment, etc., if belonging to a mounted unit to the officer placed in charge of the horses, or if belonging to a dismounted unit to the executive S. and T. officer, pending the receipt of instructions from the Divl. Comdr. as to their disposal.

Native establishments,
British units.

Chargers.

107. Free conveyance for chargers by rail or river should not be authorized, unless the distance exceeds 80 miles, or the despatching officer is satisfied that the circumstances do not admit of the animals marching.

General rules.

108. Officers proceeding from India to the U. K. or the colonies are not entitled to passage, either by rail or sea, for their chargers. Those travelling by rail, river, or sea, on permanent duty within Indian limits, may be granted free conveyance for the chargers actually maintained up to the number which they are required to take on field service, or the number for which horse allowance is received or included in their pay (see A. R. I., Vol. I), whichever is less, unless transferred to a unit or appointment in which a smaller number of chargers is required when that number only will be conveyed. Exceptions are made in the case of (a) the C-in-C., who is allowed conveyance for eight chargers on all occasions, (b) officers of the R. G. A., posted to the Mountain Artillery branch, who are specially allowed conveyance for one charger, (c) officers when first joining and finally leaving the Staff College, Quetta, who are allowed conveyance for two chargers, (d) officers of the ordnance dept., other than those holding administrative appointments, who are allowed conveyance for one charger on the certificate of the administrative officer concerned that the animal is a *bona fide* charger maintained for the performance of public duty, and (e) officers of the M. A. Dept., who are not allowed conveyance for a charger in peace movements. A mounted officer may be allowed free passage from the port of disembarkation to his destination for any chargers, within the regulation number, that he brings with him to India on transfer to the Indian establishment. One attendant may be conveyed with each charger.

Permanent duty scale.

NOTE.—An officer, British or Indian, proceeding to another station to join an appointment in the Cantonment Magistrate's Department for the first time, or on transfer on permanent or officiating duty, will be granted free conveyance for a charger on the authority of the O. C. the station from which he proceeds. Special cases where more than one charger is considered necessary will require the sanction of the G. of I.

Stores.

110. The following table shows the maximum weight of public and regimental stores for which units will be given free conveyance on peace movements by the methods named. These weights are exclusive of the baggage of individuals, and of tents, free conveyance for which is restricted to the actual weight taken within the aggregate amount admissible under para. 104 and the Army Tables, respectively:—

Unit.	BY SEA. (a)		BY RAIL AND RIVER.			BY ROUTE MARCH. (c)	
	En route to the U. K. or the colonies.	En route to or returning from a "beyond sea" station within or beyond Indian limits.	En route to and from a port of embarkation or disembarkation when proceeding to or arriving from the U. K. or the colonies.	En route to or returning from a "beyond sea" station within or beyond Indian limits.	Ordinary movements within Indian limits. (b)	Weight to be sent by rail, when rail communication exists.	Weight to accompany the unit by road. (f)
1	2	3	4	5	6	7	8
	Cwt.	Mds.	Mds Srs.	Mds.	Mds.	Mds.	Mds.
British cavalry regiment	$\left\{ \begin{array}{l} 270 (g) \\ 262 (h) \\ 254 (i) \end{array} \right\}$	$\left\{ \begin{array}{l} \dots \\ \dots \\ \dots \end{array} \right\}$	$\left\{ \begin{array}{l} 357-0(g) \\ 345-32(h) \\ 334-24(i) \end{array} \right\}$	$\left\{ \begin{array}{l} \dots \\ \dots \\ \dots \end{array} \right\}$	300	200	450
British infantry battalion	241	400	316-16	400	400	250	160
Battery R. H. A. . . .	59½	..	74-36	..	80	50	120
Battery R. F. A. . . .	59½	..	74-36	..	80	50	116
Brigade staff R. H. A. or R. F. A. . . .	8	..	11-0	..	12	8	4
Battery, British mountain artillery . . . .	..	..	..	..	180	80	150
Battery of heavy artillery . . . .	..	..	..	..	70	50	130
Company of R. G. A. . . .	49½	85	60-36	85(d)	80	60	20
Battery of native mountain artillery . . . .	..	140	..	140	110	70	120
Regiment of silladar cavalry . . . .	..	..	..	..	80	50	30
Regiment of non-silladar cavalry (e) . . . .	..	..	..	..	200	110	260
Native pioneer battalion (e) . . . .	..	350	..	350 (d)	340	180	160
Native infantry battalion (e) . . . .	..	320	..	320 (d)	280	180	100
Company of sappers and miners . . . .	..	190	..	190	190	40	150
Detachments of above	Proportionate			to Strength.			

NOTES.—(a) The O. C. at a port of embarkation may, however, permit increased weights, and mess tents if required, to be embarked in a govt. or hired transport, if no extra expense is thereby caused.

(b) In the case of mounted units and of mountain and heavy artillery these weights are only applicable to movements without animals. When the animals accompany them, the route march scale is applicable.

(c) Columns 7 and 8 combined give the aggregate amount admissible route march movements. Column 7 indicates the quantity which must be sent by rail if possible. Column 8 that to accompany the unit by road. Where railway communication does not exist the combined weights in both columns are admissible by road.

(d) These units, if required to move by route march while *en route* to from a "beyond sea" station, will be allowed conveyance for the weight given in column 5 instead of that given in columns 7 and 8, the weights to be taken with the unit by road and sent by rail being divided in the same relative proportions as in the route march scale.

(e) All non-silladar cavalry regiments and native infantry battalions which have adopted the general messing system, are allowed 16 maunds additional to the above weights for the carriage of the general cooking utensils of the unit. This extra allowance applies to all methods of movement, and when the unit moves by route march will be added to the allowance in column 5.

(f) Column 8 includes the following maximum weight of veterinary stores to accompany units for use on the line of march and in camps of manoeuvres:

British and non-silladar cavalry	.	.	.	.	.	.	10 mds. per unit
Heavy artillery	.	.	.	.	.	.	14 " " "
Mountain batteries	.	.	.	.	.	.	5 " " "
R. H. A. and R. F. A.	.	.	.	.	.	.

(g) For Lancers.

(h) For Dragoon Guards and Dragoon regiments armed with lance.

(i) For regiments other than those specified in footnotes (g) and (h).

Public stores,
etc.

111. Free conveyance by sea, rail, river and road, unless otherwise stated, is allowed for all *bonâ fide* public stores despatched on the govt. service. Also for the following:—

British units.

- (a) Tools for voluntary workshops purchased from institute funds. (By railway only.)

Native units, except silladar cavalry.

- (b) Regimental necessities sent to detachments at outstations.

Accommodation by Sea.

Accommodation.

112. The following are the classes of accommodation to which all ranks are entitled by sea. Second class passengers should not be berthed in the same cabin with first class passengers, nor third class with second class passengers. The space allowed on hired transports and freight ships is laid down in the Marine Regs., Vol. II.

Para. 107—concl'd.

3rd Class or deck.

All others, British and native, and their families.

Special conditions.

(a) Class II N. C. O's and their families are allowed 2nd class, and others 3rd class accommodation (or 2nd where there is no 3rd class) when proceeding to the colonies on duty or discharge. If, however, the shipping companies refuse to provide 3rd class accommodation for families, they and the husbands may be given 2nd class.

(b) On short voyages within Indian limits deck passage, when proper shelter is provided, is considered sufficient for healthy details, British and native. Between deck or 2nd class accommodation should always be provided for families and invalids, the embarking officer using his discretion as to the class of accommodation to be provided according to the merits of the case.

(c) Whenever native ranks are embarked on any vessel arrangements should be made, if possible, to enable those who require to cook to do so.

Messing rates.

Messing rates.

113. The following messing charges, for each day on which dinner is served on board, will be paid by those travelling as entitled or not-entitled passengers on Indian service. Those travelling on Imperial service come under the rules contained in the W. O. A. Regs. :—

N.B.—The maximum rates of messing charges prescribed in this paragraph for certain families, are intended to apply to wives and children, including sons over 16 years of age, of the officers and warrant officers concerned, as the case may be. If the officer or warrant officer accompanies his family, he will be required to pay for his own messing in addition, at the prescribed rate.

Classes.	SCALE I.	SCALE II.	SCALE III.	SCALE IV.	SCALE V.	SCALE VI.	REMARKS.
	Applicable to all Imperial vessels and hired transports moving between India and Europe.		Applicable to all voyages in R. I. M. vessels between India and Europe.		Applicable to all other voyages on sea-going vessels and river steamers. (a)		
	Enti- tled.	Not- enti- tled.*	Enti- tled.	Not- enti- tled.	Enti- tled.	Not enti- tled.	
<i>1st class passengers.</i>	s. d.	s. d.	R a. p.	R a. p.	R a. p.	R a. p.	
General officers (d)	Free	6 6	Free	4 0 0	3 4 0 ^(g)	4 0 0	(a) Officers accompanying the C.-in-C. or other high officials on duty from port to port in India or beyond the limits of India, when wine or beer is included in the messing, will pay the following special rates :— <div style="text-align: right;"><i>R a. p.</i> General officers 4 8 0 Field officers 4 0 0 Captains 3 0 0 Subalterns 2 0 0</div>
All other officers and civilians receiving 1st class passages (d)	Free	6 6	Free	4 0 0	1 8 0 ^(g)	4 0 0	
(b) { Wives, and daughters over 16 years	5 6	5 6	3 0 0	3 0 0	3 0 0	3 0 0	
	6 6	6 6	4 0 0	4 0 0	4 0 0	4 0 0	
	(c) { Sons over 16 years						
(d) { Children over 7, and under 16 years	4 0	4 0	2 0 0	2 0 0	2 0 0	2 0 0	
(e) { Children over 1, and under 7 years	2 6	2 6	1 8 0	1 8 0	1 8 0	1 8 0	
{ Children under 1 year	Free	Free	Free	Free	Free ^(g)	Free	(b) Ten shillings a day is the maximum amount recoverable for the messing of the families of veterinary officers and of civilian mechanics
Lady nurses	Free	5 6	Free	3 0 0	1 8 0	3 0 0	

* See footnote on page 62

Classes.	SCALE I.		SCALE II.		SCALE III.		SCALE IV.		SCALE V.		SCALE VI.		REMARKS.		
	Applicable to all Imperial vessels and hired transports moving between India and Europe.						Applicable to all voyages in R. I. M. vessels between India and Europe.				Applicable to all other voyages on sea-going vessels and river steamers. (a)				
	Entitled.	Not entitled.*	Entitled.	Not entitled.	Entitled.	Not entitled.	Entitled.	Not entitled.	Entitled.	Not entitled.	Entitled.	Not entitled.			
	s. d.	s. d.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.			
2nd class passengers.															
Warrant officers, class I N. C. O's, civilian mechanics and subordinates, and others receiving 2nd class passages	Free	2 6	Free	2 0 0	(f) Free	2 0 0	Free	2 0 0	Free	2 0 0	Free	2 0 0	entitled to travel in the first class under either scale I, II, III or IV. The families of departmental officers with honorary rank, senior assistant surgeons, quartermasters, ridingmasters, inspectors of army schools or ordnance machinery, and district officers, B.A., receive free messing when granted entitled passages under scale I or III; and when granted not-entitled passages, under scale II or IV the maximum amount recoverable on account of a family including sons over 16 years of age is limited to ten shillings a day. Rs. 7-8-0 a day is the maximum amount recoverable for the messing of the families of departmental officers with honorary rank, moving as entitled passengers from port to port within Indian limits.		
Schoolmistresses	Free	2 6	Free	2 0 0	Free	2 0 0	Free	2 0 0	Free	2 0 0	Free	2 0 0			
(c) { Wives, and daughters over 16 years	Free	2 6	Free	2 0 0	Free	2 0 0	Free	2 0 0	Free	2 0 0	Free	2 0 0			
(d) { Sons over 16 years	2 6	2 6	2 0 0	2 0 0	2 0 0	2 0 0	2 0 0	2 0 0	2 0 0	2 0 0	2 0 0	2 0 0			
(e) { Children over 10 and under 16 years	Free	2 6	Free	1 0 0	Free	1 0 0	Free	1 0 0	Free	1 0 0	Free	1 0 0			
(f) { Children over 1 and under 10 years	Free	1 3	Free	1 0 0	Free	1 0 0	Free	1 0 0	Free	1 0 0	Free	1 0 0			
(g) { Children under 1 year	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free			
Civilian bandmasters	..	..	..	..	2 0 0	2 0 0	2 0 0	2 0 0	2 0 0	2 0 0	2 0 0	2 0 0
Servants of 1st and 2nd class passengers.															
European male, if messes from saloon	2 6	2 6	2 0 0	2 0 0	1 8 0	2 0 0	2 0 0	2 0 0	2 0 0	2 0 0	2 0 0	2 0 0		(c) Free messing is allowed for the families of officers promoted from the ranks on the first voyage after such promotion, provided this is beyond Indian limits and the officers accompany their families. Also for the families of departmental officers with honorary rank and warrant officers when specially granted passage owing to destitute circumstances.	
European female	2 6	2 6	2 0 0	2 0 0	1 8 0	2 0 0	2 0 0	2 0 0	2 0 0	2 0 0	2 0 0	2 0 0			
Native	..	..	0 4 0	0 4 0	0 4 0	0 4 0	0 4 0	0 4 0	0 4 0	0 4 0	0 4 0	0 4 0	
Ayats (when rationed by the ship)	..	..	0 4 0	0 4 0	0 4 0	0 4 0	0 4 0	0 4 0	0 4 0	0 4 0	0 4 0	0 4 0	
3rd class.															
British N. C. O's and men, their wives, and children over 10 years of age	Free	1 0	Free	0 12 0	Free	Whole cost.									
Children under 10 years of age		0 6		0 6 0											
(d) When passage money is drawn (see para. 40) the messing charges to be deducted therefrom will be those laid down in scale I for servants, and those in scale III for officers' wives and families. No messing deductions are made in the case of officers, lady nurses and 2nd class passengers.															
(e) When children are conveyed free in private vessels no messing charges will be recovered.															
(f) Native civilian subordinates who, owing to religious scruples, make their own arrangements for provisions, will draw table money at the rate of three-tenths of salary but not exceeding Rs. 3 per diem. When their families are entitled to passage, table money is also admissible at full rates for each member over six years of age and at half rates for others. But these classes when serving in Burma or at Aden, and granted leave to India on m. c., must defray all messing charges for themselves and families when proceeding and returning.															

Classes.	SCALE I.	SCALE II.	SCALE III.	SCALE IV.	SCALE V.	SCALE VI.	REMARKS.
	Applicable to all Imperial vessels and hired transports moving between India and Europe.		Applicable to all voyages in R. I. M. vessels between India and Europe.		Applicable to all other voyages on sea-going vessels and river steamers. (a)		
	Enti- tled.	Not- enti- tled.*	Enti- tled.	Not- enti- tled.	Enti- tled.	Not- enti- tled.	
	s. d.	s. d.	R a. p.	R a. p.	R a. p.	R a. p.	
Native soldiers (h)	Free by sea.	Whole cost.	(g) All officers of the British and Indian services, departmental officers with honorary rank, and lady nurses moving between India and colonial stations and <i>vice versa</i> , if entitled to free passage, will receive free messing. Officers will also receive this concession on voyages between ports in India, when they are leaving or joining the Indian establishment and are in receipt of British rates of pay.
Public followers (i)	Free by river in Burma only.	0 4 0	
							(h) When their families are embarked native soldiers must pay the full cost of any rations supplied, unless the families specially receive free rations.
							(i) A peon who, owing to religious scruples, makes his own arrangements for provisions, may draw table money at four annas per diem.
							(j) 7s. 6d. a day is the maximum amount recoverable for the messing of the families of warrant officers when granted not-entitled passages under scale II or IV.

* In transports engaged elsewhere than in the U. K. and in other transports after four months' absence from the U. K. the rates for 1st and 2nd class not-entitled passengers will be increased by one-third.

Payment of
messing
charges.

114. Messing charges will be paid in the following manner :—

When proceeding by any govt. vessel or hired transport.

1st class entitled and not-entitled passengers.—Before disembarkation, to the ship's authorities.

2nd class not-entitled passengers.—Before embarkation, to the embarking officer, who will make over the amount received to the ship's authorities.

3rd class not-entitled passengers.—Before embarkation, to the embarking officer, who will credit the amount to govt.

The advance payments made by 2nd and 3rd class passengers will be considered as final, and no readjustment will be made should the passage be longer or shorter than anticipated.

When proceeding by private steamer or freight ship.

The amount due should be credited in the first pay bill rendered after disembarkation vouched for by a messing certificate (I. A. F. T-1731), which should be completed according to the instructions contained thereon. Embarking officers should warn such officers as are liable to pay messing stoppages that this certificate must be taken with them.

Hired transports and freight ships.

115. The engagement of hired transports or troop freight ships requires the sanction of the G. of I. in the marine department, on receipt of which the several inspections and other executive details are carried out by the local R. I. M. officers, in consultation with the military authorities. The D. R. I. M., at Bombay, and the Deputy Director at Calcutta, are the head executive officers for the western and eastern coasts, respectively, and all correspondence must be addressed to them and not direct to owners or agents of vessels.

116. Two surveys of such vessels are held, i.e., the primary survey to determine what is necessary to render the vessel suitable for the conveyance of troops, and the final survey to see that the desired arrangements have been completed and that the vessel is adequately equipped in every respect for the voyage. Both surveys will be attended by an officer of the brigade staff, and a medical officer, and by a veterinary officer when animals are to be embarked. The O. C. the troops, and the senior medical and veterinary officers, proceeding in the vessel, should also attend the final survey, if possible. The dates of the surveys will be fixed, and all forms supplied, by the local R. I. M. officer.

117. The main points to be attended to by the military members in both surveys are that the accommodation, equipment, and fittings, prescribed in the Marine Regs., Vol. II, are provided for the troops, their families, and animals embarking; also for the hospital, dispensary, prison, magazine, issue and baggage rooms, helmet, arm, sea-kit-bag and hammock racks, galleys and bake houses or cabooses, lavatories and latrines. The best position for the family quarters, hospital, invalid accommodation, horse stalls, and latrines, must be carefully selected, and the arrangements for ventilation and protection from the weather inspected and approved. At the final survey the medical stores, comforts, and disinfectants, also the provisions, unless shipped by the S. and T. corps, provided for the voyage, should be examined as to sufficiency and quality.

118. The O. C. at the port of embarkation is responsible that the numbers of each class, animals, etc., for whom accommodation is required, are communicated as early as possible to the R. I. M. officer concerned, and that the local senior officers of the medical, ordnance, clothing, S. and T., and other departments, are also instructed in respect of any demands that may be made upon them.

Baggage rules.

Baggage in private steamers.

119. Officers, soldiers, and their families, provided with passage at the public expense by private steamers, are entitled to conveyance for the regulation quantity of baggage; and if this is not carried free under the contract in force, the passage requisition should specify the actual weight of baggage to be shipped, in order that any excess charge may be included by the company in their passage claim. When passage money is drawn all baggage expenses must be defrayed therefrom.

General rules.

120. The rules contained in the K. R. in respect of the shipment of baggage will apply, with the following modifications, to all voyages from India or within Indian limits in govt. vessels or hired transports.

Marking of baggage of details.

121. When proceeding to the U. K. each article of baggage of the undermentioned details and their families should be painted with the number, rank, name, and unit, of the individual—in the case of invalids a further distinguishing black band, 3 inches wide, round the centre of each kit bag—and be also labelled as follows:—

All time-expired men and reservists	Discharge depôt.
other than those of the Southern group, R. G. A., whose baggage should be labelled	Rowner.
All invalids	Netley.
Details under transfer to the home establishment or auxiliary forces; or joining classes of instruction	Transfer.
Warrant and N. C. O's of the Indian establishment and others, proceeding on furlough; widows and wives unaccompanied by their husbands	A red star.

Marking baggage expenses.

122. Paint for marking the public baggage of units may be purchased locally and the cost recovered by contingent bill, but no other expenses on account of marking baggage will be met by the state.

Baggage and stores of units.

123. Before the unit leaves its original station for a port of embarkation, the regulation baggage and stores accompanying it should be measured and weighed, and a return of the same (I. A. F. T-1730) sent so as to reach the staff officer at the port of embarkation not less than three days before the unit embarks. As a further check the baggage and stores of units embarking at Bombay or Karachi will again be measured at the last military station at which a halt is made before embarkation, and all baggage in excess of the regulation weight or measurement should then be set aside for disposal privately.

Baggage of individuals.

124. In the case of individuals proceeding by govt. or hired transport from Bombay or Karachi, their heavy baggage must be delivered at the Sassoon Dock or Keamari as the case may be, two days before the sailing of the vessel, to admit of its being measured, weighed, and registered by the embarking officer before shipment.

Rejection of baggage, etc.

125. The embarking officer may reject any baggage which exceeds the regulation weight or measurement, or which is not delivered within the prescribed time, and no baggage will be shipped without his permission in writing.

The restrictions imposed by the second clause of para. 1529, K. R., do not apply, provided the measurements, including all projections, do not exceed what is authorized.

126. Government accepts no responsibility for damage or loss of private baggage nor of the military baggage of not-entitled passengers. The insurance of such baggage therefore rests solely with the passenger. Compensation for loss of military baggage is dealt with in A. R. I., Vol. I. Damage or loss of baggage.

127. The O. C. at the port of embarkation may sanction the despatch by a govt. or hired transport of any regulation baggage unavoidably left in India on the departure of the owners, or of baggage specially allowed to be embarked in other cases. Edibles may not be shipped without the consent of the ship's commander. Baggage unaccompanied by owners, and parcels.

The baggage so shipped must comply with existing regulations as regards size of packages, etc., and the amount shipped by any individual will not ordinarily exceed two-thirds of the scale laid down in para. 104.

This baggage will be entered on I. A. F. T-1729 in triplicate, which will be forwarded to the O. C. at the port of embarkation.

Embarkations.

128. The orders contained in the K. R. relating to the duties of embarking officers, and the embarkation of troops and their families at other than home ports, will apply, with the following additions, to all embarkations of British troops leaving India for the U. K. or the colonies: They will also apply, except in respect of reports and other matters hereinafter dealt with, to other voyages within or beyond Indian limits. General rules.

129. The O. C. at the port of embarkation will be responsible that such of the following regulations as are applicable, and all forms, stationery, lists of stores and provisions, and other instructions required on the particular voyage, are available on board for the use of the O. C. the troops:— Books of regulations, forms.

On all vessels.

K. R.
Royal warrant.
Manual of military law.

} Placed on board by O. C. at the port of embarkation.

A. R. I., Vols. I, II, III, X,
and XI.

} Ditto. The G. O. C. Bombay Bde. will supply the embarking authorities at Southampton with copies for issue on outward voyages.

Additional on:—

Hired transports and freight ships.

(a) Engaged by Imperial authorities.

Regs. for His Majesty's Transport service.—Supplied by the Admiralty.

(b) Engaged in India.

Marine Regs., Vol. II.—Supplied by the local R. I. M. officer.

R. I. M. vessels.

Marine Regs., Vol. I.—Supplied by the commander of vessel.

All the above books, except the Marine Regs., Vol. I, should be handed over to the disembarking staff officer at destination, for return to India.

The G. O. C. Bombay Bde. will also arrange that copies of the "Instructions for the guidance of officers arriving with British troops at Bombay or Karachi" are placed on all vessels conveying troops to those ports from the U. K. or the colonies.

Library and games.

130. In the case of R. I. M. vessels, and hired transports, or freight ships engaged in India, conveying British troops to the U. K. or the colonies, the O. C. at the port of embarkation will arrange, if necessary, for the shipment of a small library and games. These, in the case of hired transports or freight ships, will be handed over to the disembarking staff officer for return to India by the first public opportunity.

Canteens.

131. Canteens will be established on all vessels conveying British troops from India to the U. K. or the colonies and from port to port in India, including Burma. In the case of hired transports or freight ships engaged in India, the owners should be requested to make the necessary arrangements; on R. I. M. vessels the canteens will be supplied under arrangements made by the S. and T. corps (for scale of stores to be shipped see Appx. III).

Medical examination and certificates.

132. The orders contained in the K. R. relating to the wives of officers and soldiers being only embarked if medically fit and not within three months of their confinement, will apply to all voyages. Medical certificates on I. A. F. M-1240 must be presented to the embarking staff officer for families proceeding direct to the port of embarkation, these being obtained either before leaving their original station or at the port of embarkation. Troops and the families accompanying them will be medically examined before leaving their original station, and re-examined the day before embarkation, in order that any individuals showing symptoms of infectious or contagious disease may be left behind.

Embarkation at Bombay or Karachi.

133. Individuals allotted passage in transports sailing from Bombay or Karachi and not accompanying troops, should embark the day before the vessel sails.

Detailed embarkation orders.

134. Detailed orders for embarkations should be issued beforehand by the O. C. at the port, naming the staff officer to superintend the embarkation, and giving full instructions as to the allotments to vessels, the time, order, and method of embarkation of each unit or detachment, of such animals, guns, equipment, stores and baggage as may accompany it, and of the rationing of the troops on the day of embarkation. In making allotments it must be borne in mind that the troops in each vessel should be embarked complete in every detail to admit of their landing at any point if required, and articles likely to be required first should be embarked last. Details should be organized in sections under command of an officer before embarkation.

Embarkation returns.

135. In the case of troops proceeding to the U. K. or the colonies, immediately the embarkation is completed and the numbers on board have been ascertained, the O. C. the troops will make over to the embarking staff officer for disposal, the

following embarkation returns, retaining one copy of each for his own use:—

British troops.

A. F. B-142.

One copy for the W. O.	One copy for the disembarking authorities at Southampton.
One copy for the O. C. at the port of embarkation.	

A. F. B-126 and 141.

Two copies for the W. O.	One copy for the Q. M. G., India.
One copy for the O. C. at the port of embarkation.	One copy for the Divl. Comdr.
	Two copies for the I. O.

British and native troops moving to the colonies (additional).
I. A. F. T-1732.

One copy for the W. O.	One copy for the O. C. at port of embarkation.
Two copies for the I. O.	
One copy for the Q.M.G., India.	One copy for the Divl. Comdr.

The embarking staff officer will also furnish direct to the I. O. a return of the officers embarked, showing the circumstances in which they are proceeding.

Whenever furlough men of British units are embarked, a separate nominal roll of such men, giving their ranks, name, corps, particulars of family, and period of furlough, will be sent by the embarking staff officer to the W. O. with the above embarkation returns.

Embarkation returns will, in the case of British and native troops moving within Indian limits, be rendered on I. A. F. T-1732, one copy being sent to the O. C. at port of embarkation (*vide* instructions to I. A. F. T-1732), one copy to the Divl. Comdr. and one copy retained by the O. C. the troops for his own use.

136. When more than ten men are despatched from one port to another within Indian limits, the embarking officer should intimate to the military authorities at the ports concerned, by telegram if necessary, the numbers proceeding and probable date of arrival, in order that arrangements may be made for their reception. When govt. vessels sail with accommodation available for details from intermediate ports of call this should be also communicated to the embarking officers at those ports.

Notice of despatch of details within Indian limits.

137. Charter parties or agreements of any kind, as well as Charter all documents relating to any govt. stores, provisions, parties, etc. etc., shipped on hired transports engaged in India and proceeding to the U. K. or the colonies, must be forwarded to the G. of I. for disposal.

Duty officers.

138. In addition to the O. C., adjutant, and quartermaster, 11 captains and subalterns are ordinarily required for ship's duties on the Home-Indian service transports. For duty with details one officer per 75 men should be embarked, but these and all officers accompanying units will form part of the duty complement. All officers of the British service entitled to

Home-Indian transports

passage (with the exception of half pay or retired officers) are available for duty. Not-entitled passengers may only be detailed for duty when, and for so long as, the number of duty officers available falls below 10, and when so detailed the O. C. must comply with the orders contained in the K. R. Officers on furlough under Indian rules will not, unless absolutely necessary, be detailed for duty.

R. I. M.
vessels, etc.

139. On R. I. M. vessels, hired transports engaged in India, and freight ships, the complement of officers to be embarked for duty with details should be one for any strength between 20 and 75, and one officer extra for every additional 75 men. Of these officers one must be a captain if the details number between 150 and 300, or a field officer if above that strength, unless officers of these ranks are proceeding on duty in the same vessel and are available to command. The above officers, and all those accompanying units, etc., will form the ship's duty complement. All officers of the British service entitled to passage (with the exception of half pay or retired officers) are available for duty. Not-entitled passengers should not be detailed for duty except in unavoidable circumstances.

Medical
officers.

140. The above scales are exclusive of medical officers, who will be detailed as considered necessary by the D. M. S., India, for voyages to the U. K. or the colonies, and by the O. C. at the port of embarkation for voyages within Indian limits.

Return
passages for
duty officers.

141. When the complement of officers for duty cannot be made up from those proceeding with the troops or on leave, officers of the British service should be detailed, and they will be given a free return passage to their station if they re-embark within the period of leave admissible under A. R. I., Vol. II, or without reference to this limit if detailed by competent authority to admit of their returning by a govt. or hired transport.

Duties on boardship.

Duties on
boardship.

142. In all matters not dealt with in these regulations the orders contained in the K. R. relating to duties on boardship will apply to all voyages whether within or beyond Indian limits.

Disembarkations.

General
disembarka-
tion rules.

143. The disembarkation of troops will be carried out in accordance with the rules contained in the K. R., and such local orders as may be issued by the O. C. at the port of disembarkation.

Disembarka-
tion returns.

144. The disembarkation returns to be rendered by British troops moving between India, the U. K., and the colonies, are detailed in the K. R., and the local instructions placed on board. For movements of British or native troops within Indian limits, two copies of I. A. F. T-1732 are alone required, one copy being retained by the O. C. at the port of disembarkation, and the other transmitted to the Divl. Comdr.

In the case of native units arriving in India from the colonies one additional copy of I. A. F. T-1732 will be furnished by the O. C. at the port of disembarkation to the W. O.

Voyage
reports.

145. In the case of R. I. M. vessels, hired transports or freight ships engaged in India, the voyage report will be prepared on I. A. F. T-1735.

Animals.

146. When spare horse stalls are available on the Indian-Home service transports, they may, under the orders of the O. C. at the port of embarkation and with the concurrence of the marine authorities, be used for the chargers of officers proceeding to the U. K. or the colonies. Forage and horse gear will be supplied by govt., and charged for at a daily rate of two shillings and one shilling respectively, the amount due, calculated according to the average duration of the voyage, being paid before embarkation to the embarking officer who will credit the amount to govt. The owners must make arrangements for the care of the animals, and accept all risks during the voyage. Horses on Home-Indian transports.

147. In voyages within Indian limits or to and from "beyond sea" stations by R. I. M. vessels or hired transports, when chargers or other animals belonging to officers are embarked, the forage required is to be shipped by the S. and T. corps, and the owner will pay the prescribed forage rate before disembarkation. This rate includes the authorized purserage fee. Animals on R. I. M. vessels, etc.

148. The embarkation, disembarkation, management, and care of govt. animals conveyed by sea, will be conducted as laid down in the K. R. Government animals.

149. Not more than eight dogs should be embarked in any vessel conveying troops, and if proceeding to the U. K. owners must, before embarkation, produce the required license from the Board of Agriculture. Birds may be embarked at the discretion of the O. C. at the port of embarkation. Dogs and birds.

Accommodation by river.

150. The accommodation to be provided on river steamers for individuals travelling under military rules is as follows:— Accommodation.

1st Class.

All British officers, lady nurses, native aides-de-camp, civilian employés entitled to 1st class accommodation by railway, and their families.

NOTE.—Officers entitled to reserved accommodation by rail under clauses 1–IV, para. 153, will be provided with a reserved two-berth cabin.

2nd Class.

All departmental warrant and N. C. O's, regimental warrant and class I N. C. O's, native officers, sub-assistant surgeons, civilian subordinates entitled to 2nd class accommodation by railway, and their families (or upper class where there are only two classes).

Civilian subordinates entitled to intermediate class accommodation by railway, and their families (where there are only two classes of accommodation passage will be allotted in the lower class, or if there are four classes, in the 3rd class).

Wives and children of other British soldiers, and their husbands when accompanying them.

All British soldiers on Assam river routes.

1st class instructors of Volunteers on Burma river routes.

Armament artificers of Fulta armaments between Fort Fulta and Fort William.

Deck.

All other British soldiers on Burma river routes.

All other native soldiers, followers, and their families, on any route.

When a steamer is partially or wholly chartered for the conveyance of troops, deck space should be given as follows:—

Europeans.—Not less than 6 feet by 2 feet for each adult and child over 10, or every two children under 10 years of age, on voyages of over 24 hours duration, or on any voyage during the rains or hot season. On other voyages 6 feet by 1½ feet.

Natives.—Not less than 6 feet by 2 feet for each adult on voyages of over 24 hours duration. On all other voyages 6 feet by 1½ feet.

Hospital
accommoda-
tion.

151. When more than 50 men are embarked, and the existing hospital arrangements of the vessel are considered inadequate, space to accommodate 5 per cent. of the whole strength, at 7 by 2½ feet each, may be specially reserved for hospital purposes.

Messing
expenses of
individuals
not drawing
travelling
allowances.

152. Officers and other 1st class passengers will pay their messing bills, at the contract rate, if any, before disembarkation, recovering by contingent bill the excess over the messing rates shown in para. 113, supported by the receipted bill for the amount paid. All 2nd class passengers, other than native officers and sub-assistant surgeons, are messed free, the requisition for passage being endorsed “with diet,” and the amount due being included by the company in the passage claim. In the case of native civilian subordinates and peons, who, being entitled to free messing, are not so provisioned or who owing to religious scruples make their own arrangements, compensation may be drawn at the rate of three-tenths of their salary, but not more than Rs. 3, nor less than annas 4 per diem.

Rationing of
British
soldiers.

153. When cooked rations will not suffice, parties of not more than seven Europeans should be given passage “with diet,” and substituted by the commander of the vessel at the contract or other rate in force, the amount due being included in the passage claim. For larger parties the S. and T. corps will ship the required provisions in charge of an agent who will issue them daily on the requisition of the O. C.

Preliminary
inspection
of troop
boats.

154. When river steamers are chartered for the conveyance of troops, the arrangements of the vessel, particularly in respect of latrines, cooking places, hospital, ventilation, protection from the weather, and baggage space, should be inspected by the embarking staff officer, accompanied by a medical officer, if possible, and any defects remedied as far as practicable before the troops embark.

General
rules on
troop boats.

155. The O. C. should issue such orders and make such arrangements as will ensure all baggage, stores, and arms being conveniently and securely stowed, the cleanliness of all portions of the steamer used by the troops, and the prevention of fire and other accidents. Troops landed for exercise should not be permitted to enter villages, etc. The medical officer in charge will be responsible that a sufficient stock of medicines, medical comforts, and disinfectants are shipped, and that all necessary sanitary precautions are taken during the voyage.

156. A return on I. A. F. T-1733 will be furnished to the Returns. embarking and disembarking staff officers.

Accommodation by railway.

157. Under the contracts with guaranteed railways, the companies are bound to convey, at such times and at such rates of speed, and between such places, and with such conveniences and accommodation as govt. may require, troops and all other persons moving on military duty to whom the A. A. or I. A. A. are applicable, and all artisans on the business of govt. Railway contract conditions.

The following conditions apply to traffic booked by ordinary trains, excluding reserved troop carriages attached thereto:—

- (a) British officers, and persons of similar station in life, in 1st class carriages at 2nd class fares.
- (b) Troops, and European artisans, in 2nd class carriages at the lowest fares.
- (c) All other persons to whom the A. A. or I. A. A. may apply, at the lowest fares.
- (d) 20 seers of baggage for each man free of charge.
- (e) Officers and others mentioned in clause (a) above, and warrant officers, when travelling on form E certificate, will be allowed 1½ maunds and 30 seers of baggage each respectively, free of charge.
- (f) All stores belonging to govt. or intended for govt., all guns, "safety cartridges," carriages, wagons, tentage and equipments whatsoever, at ¼rd pie per maund per mile or at the vehicle mileage rate (see Appx. V) whichever is cheaper. All horses or other animals used for military purposes, at the lowest rate for the time being chargeable for the carriage of such animals.
- (g) All explosives and other dangerous goods, excluding "safety cartridges" and kerosine oil flashing at or above 76 degrees Fahrenheit, and coal, at ordinary tariff rates.
- (h) Troops not moving on duty, their families, and all other persons not subject to the A. A. or I. A. A., are paid for at ordinary tariff rates.

In the case of troop extra trains and reserved troop carriages, trucks or wagons, attached to ordinary trains, payment shall be made at the vehicle rate (see Appx. V).

The govt. troop traffic has priority over all other traffic.

NOTE.—The expression "safety cartridges" as used above—

- (i) means a cartridge for small arms, the case of which can be extracted from the small arm after firing, and is so closed as to prevent any explosion in one cartridge being communicated to other cartridges; and
- (ii) includes a rifle-calibre machine gun cartridge, if it is as described in clause (i) whether it is for use with a machine gun having chambers identical

railway administration for a suitable carriage belonging to the railway stock.

When travelling on a narrow-gauge line these officers will be entitled to a reserved carriage if available, and if not available they will be entitled to a reserved compartment.

II.—Army Comdr. and staff.

(a) A special carriage containing an officer's compartment, a clerk's compartment, a lavatory and bath, a kitchen with separate servants' compartment, and fitted with electric fans and light, is authorized for the personal use of an Army Comdr. If a carriage specially constructed for high officials is not available, a suitable carriage may be obtained from the railway administration, on indent from railway stock. When travelling on a narrow-gauge line a reserved carriage will be provided if available, and if not available a reserved compartment is allowed.

When travelling otherwise than on duty an Army Comdr. may use his special carriage, and the charge for the same will be paid by govt., but the ordinary fares that would be paid if such accommodation was not provided will be payable by the Army Comdr.

(b) The general and personal staff officers accompanying an Army Comdr. on duty will be allotted:—

Three officers or less—one 1st class compartment.

More than three officers—one 1st class carriage.

(c) Office establishments and servants will travel in the public carriages. When considered desirable the accommodation required for servants may be reserved. Horse boxes will be attached to trains as found practicable by the railway authorities.

III.—Inspector of R. G. A., and his staff officer; D. M. S., India; Inspector of R. H. and R. F. A., and his staff officer; Director of Farms.

When travelling on tours of inspection, are allowed a reserved compartment of a 1st class carriage.

IV.—Directors-General of Ordnance, Military Works and Army Remount Dept.

Are allowed a reserved compartment of a 1st class carriage on all journeys on duty which involve travelling between 11 P.M. and 7 A.M., or which last for over six hours.

1ST CLASS.

V.—All other British officers, native aides-de-camp, lady nurses, and civilians holding appointments the pay or maximum pay of which exceeds Rs. 500 per mensem.

When travelling by troop extra train one berth per individual is authorized.

2ND CLASS.

VI.—*Warrant officers, civilian bandmaster, N. C. O's, classes I and II, military medical pupils, native officers, sub-assistant surgeons; wives and children of foregoing, and of all other British soldiers, schoolmistresses and their children, and probationers selected for training as army schoolmistresses.*

The above classes will always be conveyed in 2nd class carriages. In troop carriages the men named may travel in the same compartment as their families for which purpose an extra compartment can be allotted if necessary, provided that this does not necessitate the provision of an additional vehicle. No other soldiers should be permitted to travel in compartments with families.

VII.—*Sick and invalids.*

(a) One 2nd class carriage, in which one berth will be allotted to the medical subordinate and his stores, will ordinarily be reserved for hospital purposes in a troop extra train; any additional accommodation becoming necessary *en route* being supplied on the demand of the medical officer in charge.

(b) Invalids will ordinarily be conveyed in carriages having latrine and, if possible, lavatory, accommodation; or in serious cases in invalid, hospital, or ambulance carriages. Lying-down accommodation will usually be allotted in 2nd class carriages, those incapable of sitting up being given a whole berth, and others such extra space as may be considered necessary. The extra accommodation to be given to invalids will be determined by the medical authorities.

VIII.—*All other British soldiers; native N. C. O's and their families and all other native soldiers, except when proceeding on or returning from furlough or travelling on duty singly or in small parties not exceeding four in number.*

Small parties of British soldiers travelling otherwise than in a troop carriage will always be accommodated in 2nd class carriages. Large parties of British and native soldiers will be accommodated in 2nd class carriages when available, otherwise in any other carriages accepted as suitable for the conveyance of troops, in accordance with the numbers marked thereon.

IX.—*Civilian subordinates, whose pay is not less than Rs. 50 per mensem, when accompanying the C.-in-C. on tour.*

X.—*Civilian subordinates and other civilians whose pay or maximum pay exceeds Rs. 100 per mensem.*

INTERMEDIATE CLASS.

XI.—*Civilian subordinates whose pay or maximum pay does not exceed Rs. 100 per mensem, and transport veterinary dafadars.*

But if there is no intermediate class accommodation in the train by which ordered to travel, then—

- (a) where there are only two classes—the lower class;
- (b) where there are three classes—if the man's pay is not less than Rs. 50 2nd class, otherwise 3rd class.

3RD CLASS.

XII.—*Native N. C. O's and their families, and all other native soldiers, when proceeding on or returning from furlough, or travelling on duty singly or in small parties not exceeding four in number.*

Native military medical pupils.

Families of native soldiers, other than N. C. O's.

Recruit and pension boys.

Public followers and their families.

Office menials.

Private followers.

GENERAL.

XIII.—Insanes, whether violent or harmless, and military prisoners, will always be sent with their escorts in a reserved compartment of a 1st class carriage in the case of insane officers, and of a 2nd class carriage in the case of soldiers.

XIV.—The families of officers and civilian subordinates will not accompany troops, but draw travelling allowances on all occasions, and make their own arrangements. As full tariff rates are paid for other families, compartments should be "reserved" for them, provided the fares payable on their account are not less than the public reserved accommodation charge.

XV.—Children above twelve years of age count as adults, two children between three and twelve as one adult, while those under three years of age travel free.

XVI.—On railways having only ^{upper} _{lower} class accommodation, this will be considered to represent the ^{1st} _{2nd and 3rd} classes on other railways; except that warrant officers, N. C. O's, classes I and II, native officers, sub-assistant surgeons, and the families of the foregoing; also civilian subordinates whose pay or maximum pay exceeds Rs. 100 per mensem; should be given upper class accommodation in such cases.

159. With reference to para. 158, clause VIII, the maximum number of soldiers to be accommodated in 2nd, intermediate and 3rd class carriages has been marked on those of vehicles, and should not, ordinarily, be exceeded. In the case, however, of railway journeys of over 700 miles, of units or details proceeding to or from the U. K. or the colonies, when hammocks are not provided, the number of men to be accommodated in a compartment will be 5/6th of its military carrying capacity.

Payment is made according to the rates prescribed in Appx. V.

New railway
stock.

160. Whenever a new line of railway is opened, or a new type of stock introduced on any railway, the Divl. Comdr. within whose area the railway hqrs. may be, will, in consultation with the chief railway officer, assemble a committee to determine—by practical test, whenever possible—the number of soldiers that can be accommodated in each type of 2nd, intermediate, or 3rd class carriage. The M. D. will be represented thereon by an officer of the Bde. or Divl. staff, two regimental officers of experience, and a medical officer. The recommendations of the committee should be submitted to the Q. M. G., India, and until orders are received and the carriages are marked, the number of soldiers allotable to such carriages will be restricted to:—

2nd class.

The public carrying capacity.

Any class
lower than
second.

{ Standard gauge—3 soldiers to every 5 seats for the public.
Metre or lower gauge—4 soldiers to every 8 seats for the public.

General rules.

Reports of
stoppage of
traffic.

161. It is the duty of the railway authorities to report by telegraph to the Divl. Comdr. concerned any interruption of military traffic which will exceed twelve hours, or involve the transshipment of passengers. The Divl. Comdr. will inform the Q. M. G., India, and others concerned by telegraph.

Reports of
extensions of
railway com-
munication.

162. When a new line or extension is opened for traffic, the G. O. C. the division or independent brigade will publish the particulars and the extent to which it can be at once used for military traffic, in divisional or brigade orders. In the case of a line likely to be convenient for the movement of large bodies of troops, a detailed report of the rest camp and other arrangements, and their cost, which the G. O. C. division or independent brigade may consider necessary, will also be submitted to the Q. M. G., India.

Arrange-
ments for
despatch.

163. The despatch of parties of not more than ten soldiers will be arranged by the O. C. the unit, and above that number by the O. C. the station. Whenever over 100 men are despatched a staff officer should superintend their entrainment.

Railway
authorities
to be ad-
dressed.

164. All arrangements for troop extra trains, and invalid or ambulance carriages, must be made with district traffic superintendents, at least 48 hours' notice being given at Howrah, Allahabad, Madras, and Bombay, and 96 hours' at other stations. Arrangements for reserved carriages or compartments, horse-boxes or wagons, or for the despatch of more than ten individuals in public carriages, by ordinary trains, should be made with stationmasters, 96 hours' notice being given ordinarily when the journey extends over and involves arrangement with other railways, and at least 24 hours in other cases.

Routes,
etc., to be
used.

165. All troops, unless medical or military reasons render the use of an alternative route desirable, will ordinarily travel by the main route (see definitions). Except when proceeding to Pasteur Institutes or in other special cases rendering

this desirable, contract 2nd or 3rd class passengers should not be despatched in mail trains by which the public are not booked at 3rd class fares. The actual route, and class of train, ordered, should be entered on the warrant.

166. Except in the following cases:—

Through
booking

Details proceeding to

<u>Kasauli</u>	{ to be booked to <u>Kalka</u> only, and onward <u>Rawal Pindi</u> journey arranged by the <u>rest camp subordinate</u> , S. S. O. see Appx. VI ;
<u>Murree Hills</u>	
<u>Subathu</u>	{ to be booked to Dharmapore only, passage warrants (I. A. F. T-1712) should be sent to the <u>subordinate in S. and T. charge</u> 36 hours in <u>pony contractor at Dharmapore</u> advance,
<u>Sanawar</u>	

all military passengers should be booked through to destination, and given warrants for the entire journey, as well as for the return journey if required, before leaving their original stations. For journeys over the Darjeeling-Himalayan railway separate warrants must be issued and the moves of other than individuals to Darjeeling should be arranged in communication with the G. O. C. Presidency Bde. Where return tickets are issued at reduced rates (see Appx. V), the concession should be taken full advantage of, particularly in the case of tariff rate passengers, one warrant only being made out and endorsed "To.....and back," and a note made and signed on the reverse of the warrant of the period for which the return ticket is to be issued. Proposed breaks of journey can also be entered on the warrant, but journeys on one warrant must be completed within the railway time allowance of 24 hours per 100 miles or part of 100 miles travelled, added to the ordinary through timing.

167. Whenever the party travelling exceeds ten in number I. A. F. T-1705 will be forwarded to the S. S. O., who after checking the requisition and excluding therefrom any unauthorized persons, baggage, etc., will decide whether the party should proceed by ordinary passenger train, by special troop carriages, or by troop extra train, and make the necessary arrangements for the supply of the accommodation authorized in para. 158.

Requisitions
for convey-
ance.

Small parties of insufficient numbers to justify their despatch in vehicles at the vehicle mileage rate, shall be sent on warrant and be paid for at contract rates (see para. 157).

In cases where it is necessary to requisition for special vehicles for the conveyance of such parties, the despatching officer will be held responsible that the full troop carrying capacity of the class of vehicle supplied is worked up to as far as possible and that no extra expense is thereby caused to the state.

In the case of military passengers not subject to the A. A. or I. A. A. and public followers, the accommodation provided will invariably be in accordance with the public carrying capacity of the class of vehicle supplied by the railway.

The above rules will not apply to recruiting officers in respect of recruiting parties.

Troop extra
trains.

168. Troop extra trains should be arranged whenever the numbers of troops and their families, or of animals, or the amount of baggage admit of it, but once a train is ordered the despatching officer will be held responsible that, unless adequate military reasons prevent it, the train is utilized, otherwise he or the officer at fault may be called upon to pay the haulage or other charges incurred. A despatching officer may order a troop extra train even though the minimum number of vehicles cannot be utilized, or an extra carriage that can only be partially filled, but this discretion must be used with due regard to the extra expenditure involved (see Appx. V), and will ordinarily be exercised in cases in which military considerations forbid the party being broken up, and it is too large to send in troop carriages by ordinary train. In such cases the despatching officers at intermediate stations should be advised of the deficiency so that it may be filled up *en route* if possible. Where, owing to differences in the minimum, through booking over another railway may be undesirable, the train should be booked only to the first rest camp on that railway, if fresh onward arrangements can thence be made.



169. The following table shows the maximum and minimum number of vehicles for troop extra trains:—

Troop extra train, maximum and minimum.

Railway.	Maximum (including two brake-vans) number of vehicles for troop extra trains supplied by the railway.	Minimum number of 4-wheeled vehicles to be paid for by govt. All brake-vans included in the minimum number shall be paid for.	REMARKS.
Oudh and Rohilkhand	35 Hardwar-Dehra branch, 15 vehicles including 3 brake-vans.	16* (15 in the case of the Hardwar-Dehra branch).	* If less than 18 vehicles, including two brake-vans, are requisitioned, the railway may complete the load with its own traffic.
Morvi	Metre gauge :— 28 four-wheeled vehicles including 2 brake-vans 2' 6" gauge :— 16 four-wheeled vehicles including 1 brake-van	16 four-wheeled vehicles including brake-vans. 12 four-wheeled vehicles excluding one brake-van.	A six-wheeled vehicle to be counted as 1½ and each bogie as 2 units. A bogie vehicle to be counted as 1½ and a 30' vehicle having 3 compartments as 2 vehicles.

Special troop passenger train on any part of the line including the ghauts.	Not more than 20 vehicles, not to exceed 40 axles.	
Special mixed troop train on any part of the line excluding the ghauts.	27 vehicles, not exceeding 54 axles, and such other vehicles beyond this load necessary to carry free baggage, up to 60 axles in all.	
Special mixed troop train on the ghauts.	Train will be divided so that any portion will not exceed 20 vehicles, aggregating 40 axles.	10*
Special goods train for military baggage, horses, stores, etc., on any part of the line except the ghauts.	40 vehicles, but not exceeding 80 axles.	
Special goods train for military baggage, horses, stores, etc., on the ghauts.	Train will be divided so that any portion will not exceed 20 vehicles, aggregating 40 axles.	
Indian Midland Section, G. I. P.	39	10*
Madras and Southern Mahratta.	Broad Gauge—30; metre gauge—10 at goods speed, 30 at mixed speed and 10 at passenger speed.	16

Great Indian Peninsula (main line)

Railway.	Maximum (including two brake-vans) number of vehicles for troop extra trains supplied by the railway.	Minimum number of 4-wheeled vehicles to be paid for by govt. All brake-vans included in the minimum number shall be paid for.	REMARKS.
Bhavnagar Gondal-Portbandar Jamnagar Junagad East Indian	<p>25 vehicles for small engines, and 30 for large engines</p> <p>35 throughout except on the Jubbulpore line where it is 25 from Allahabad to Jubbulpore and 30 from Jubbulpore to Allahabad.</p> <p>22 (i.e., 10 bogies and 2 brakes) †</p>	<p>16</p> <p>16*</p> <p>16*</p> <p>16*</p> <p>16*</p> <p>16*</p>	<p>* If less than 18 vehicles, including two brake-vans, are requisitioned, the railway may complete the load with its own traffic.</p> <p>† A bogie is equal to two 4-wheeled vehicles.</p> <p>A bogie is equal to three 4-wheeled vehicles on the B. and N.-W. Ry.</p>
Assam-Bengal Bengal and North-Western Rehtikund and Kumaon	<p>25 by special passenger, and 30 by special mixed. On the Sat-pura and other 2' 6" gauge lines, 16 by special passenger and 20 by special mixed.</p> <p>28</p> <p>28</p>	<p>30</p>	
Bengal-Nagpur, including northern section, East Coast Railway. Jodhpur-Bikanir Udaipur-Chitorgarh			

Destiny, Paroda and Central India system.	Broad gauge. 30	The following are the loads for troop mixed trains :—	Metre gauge. 28	Metre gauge. 28 (a)	16*	(a) The following are the exceptions :— Up trains.—Almer to Mhow and Kalakund to Khandwa 24. Mhow to Kalakund 18. Down trains.—Khandwa to Barwaha and Mhow to Almer 24. Barwaha to Mhow 20. Up and down.—Wadhwan-Virangam 25.
Sadaw to Thorondung.	10 with two engines	18			10	
Thorondung to Nawghkio	20 with two engines, or 10 with one engine					
Mawhan to Kadu		30			16*	
Gfodoung to Mawhan						
Kadu to Myikkyina						
Tharl to Myingyan						
Twataung to Alcen						
Katha branch		12			12	
Other parts of line		40			16*	
H. H. the Nizam's guaranteed state						
Special passenger, speed 25 miles and over.		25	Broad gauge. 12	Metre gauge 12		
Special passenger, speed under 25 miles.		25		16		
Special mixed		. . . . .	25	20		
Goods train speed		. . . . .	35	39		

Railway.	Maximum (including two brake-vans) number of vehicles for troop extra trains supplied by the railway.	Minimum number of 4-wheeled vehicles to be paid for by govt. All brake-vans included in the minimum number shall be paid for.	REMARKS.
Oibru-Sadiya	{ By special passenger. 25 between Steamer Ghat and Margherita, and 15 between Makum junction and Talap.	16†	† Provided there is at the time a sufficient number of wagons with goods awaiting despatch to make up the full load.
Tezpur-Balipara	17	16*	* If less than 18 vehicles, including two brake-vans, are requisitioned, the railway may complete the load with its own traffic.
South Indian	Broad gauge 30, metre gauge 20 between Erode and Trichinopoly, and between Madura and Trichinopoly; 25 elsewhere.	16	
Bengal-Doonars	{ By special passenger. 25 Special passenger. 35	16†	† If less than 16 vehicles, including two brake-vans, are requisitioned, the railway may complete the load with its own traffic.
Eastern Bengal	{ Broad gauge Metro " 2' 6" "	16	

FRONTIER SECTION.	BETWEEN		MAXIMUM (INCLUDING TWO BRAKE-VANS).		MINIMUM INCLUDING TWO BRAKE-VANS.		DOUBLE ENGINE MAXIMUM (INCLUDING TWO BRAKE-VANS).	
	Station.	Station.	Up.	Down.	Up.	Down.	Up.	Down.
Mushkaf-Bolan	Sibi	Nari	15	25			30	30
	Mushkaf	Mushkaf					15	22
	Abigum	Abigum	15*	25			10	22
	Mach	Mach	15†	25			45	45
	Kolepur	Kolepur	15	23			45	45
	Qaetta	Qaetta	25	25			25	25
	Rebli	Rebli	25	25			25	25
	Dostan	Dostan						
	Pabar Kach	Pabar Kach						
	Sibi	Nari	11	11			31	25
Sind-Peshin	Nakus	Nakus					25	25
	Sharigh	Sharigh					21	25
	Khosh	Khosh					25	25
	Kach Kotai	Kach Kotai					25	25
	Khanai	Khanai					45	45
	Bosian	Bosian	25	11			16	25
	Gulistan	Gulistan	8†	16			25	25
	Shelabagh	Shelabagh	16	8†			25	25
	Chaman	Chaman						
	Sibi	Nari						

* Abigum to Mach — Banking engine is attached. No charge.

† Mach to Kolepur — Ditto ditto.

‡ When a banking engine is used, the charge will be Rs. 2-8 per mile, minimum Rs. 100.

16, or the maximum number that can be hauled by the railway if such number is below 16. If less than 18 vehicles, including two brake-vans, are requisitioned, the railway may complete the load up to that number with its own traffic, or up to the maximum where the load is less than 18 vehicles.

FRONTIER SECTION.	BETWEEN		MAXIMUM (INCLUDING TWO BRAKE-VANS).		MINIMUM INCLUDING TWO BRAKE-VANS.		DOUBLE ENGINE MAXIMUM (INCLUDING TWO BRAKE-VANS).	
	Station.	Station.	Up.	Down.	Up.	Down.	Up.	Down.
Machkuf-Dolan	Sibi	Nari	15	25			...	...
	Machkuf	Machkuf					...	...
	Abiquim	Abiquim	15*	25			30	30
	Mach	Mach	15†	25			15	22
	Kolepur	Kolepur	15	25			10	22
	Quetta	Quetta	25	23			45	45
	Bebli	Bebli	25	25			45	45
	Bostan	Bostan					25	25
	Sibi	Babar Kach						
	Babar Kach	Nakus	11	11			21	25
Sind-Peshin	Nakus	Sharigh					25	25
	Sharigh	Khosh					21	25
	Khosh	Kach Kotal					21	25
	Kach Kotal	Khanal					25	21
	Khanal	Bostan	25	25			25	25
	Bostan	Gulistan	8†	16			45	45
	Gulistan	Shelabagh	16	8†			16	25
	Shelabagh	Chaman					25	16

16, or the maximum number that can be hauled by the railway if such number is below 16. If less than 18 vehicles, including two brake-vans, are requisitioned, the railway may complete the load up to that number with its own traffic, or up to the maximum where the load is less than 18 vehicles.

* *Abiquim to Mach*.—Banking engine is attached. No charge.

† *Mach to Kolepur*.—Ditto.

‡ When a banking engine is used, the charge will be Rs. 2-8 per mile, minimum Rs. 100.

Special troop
carriages.

170. When the numbers are insufficient for a troop extra train, but sufficient to admit of their despatch in reserved troop carriages by ordinary trains, this should be arranged; the maximum number permissible being as follows:—

RAILWAY.	Mail train.	Slow passenger train.	Mixed train.	REMARKS.
Oudh and Rohilkhand	2 (a)	4	4	(a) Also on fast passenger trains, but in through booking only on N. W. Railway except that on this railway two troop vehicles may be attached to the daily mail trains between Karachi and Quetta.
North-Western	1 (b)	2	4 (a)	(b) In local booking only.
Great Indian Peninsula (including Indian Midland section).	2 (a) 1 (c)	4	8 (b) 4	(c) Two vehicles on fast passenger train.
East Indian	2	4	4	
Bombay, Baroda and Central India.	1†	4	(c)	† This does not apply to the northern express, to which no extra vehicles can be attached.
Rajputana-Malwa	1	(c)	{ 3 (d) 4 (e) 4 (f)	
Nizam's guaranteed state	..	4	4	
Bengal Nagpur	1 bogie	..	4	(d) On main line.
Burma	4 (l)	4 (l)	4 (l)	(e) On Malwa section and Rewari-Bhatinda-Fazilka section.
Jorhat (Provincial)	..	..	14 (m)	
Tezpur-Balipara	..	..	5 (n)	
Udaipur-Chitorgarh	4	..	4	
Bengal and North-Western.	2	4	4	(f) On local trains.
Assam Bengal	..	..	4	(g) Troops will not be carried by office local trains.
Eastern Bengal (g)	2	8	14	
Madras and Southern Mahratta.	2	4 (h)	4	(h) On the express trains on the broad gauge and on the fast passenger trains on the metre gauge, two vehicles can be attached.
South Indian (broad gauge).	2	2	4	(i) Bogie; but to branch line mail trains not made up of bogies, two ordinary carriages may be attached.
South Indian (metre gauge).	1 (i)	2 (j)	8	(j) On passenger trains running at 30 miles an hour, only one bogie can be attached.
				(k) Not more than 9 first and 10 third class military passengers can be carried in an ordinary train, but in down trains an open goods wagon may be attached to carry not more than 34 soldiers on payment of minimum charge of 34 third class fares.

RAILWAY.	Mail train.	Slow passenger train.	Mixed train.	REMARKS.
Bengal Dooars . . .	6	..	15	<i>(l)</i> Or 2 bogie carriages, except on No. 1 "Up" and No. 2 "Down" Express, and No. 3 "Up" and No. 4 "Down" mail trains between Rangoon and Mandalay. On the 3 "Up" mail and 2 "Down" Express, accommodation for 2 officers and 4 third class compartments can be provided. <i>(m)</i> Except on Sundays Six passenger carriages and 8 bogie wagons. <i>(n)</i> Except on Sundays and during the monsoon. <i>(o)</i> Four-wheeler. The prior consent of the General Traffic Manager of the Railway must be obtained to a 4-wheeled vehicle being despatched by a mail train.
Nilgiri (<i>k</i>) . . .	..	..	..
Morvi	2	4	4	

171. In cases of emergency, trucks and wagons conveying animals and stores may be attached, under the above rule, to ordinary trains on the following railways only:—

Conveyance of animals and stores by ordinary trains.

To both slow passenger and mixed trains.

To mixed trains only

East Indian.

Great Indian Peninsula (excluding Indian Midland section)

North-Western.

Lucknow-Bareilly section, Rohilkund and Kumron.

Nizam's guaranteed state [in the case of passenger trains, only vacuum braked vehicles].

Rajputana-Malwa.

Indian Midland section, G. I. P.

South Indian.

Eastern Bengal.

Madras and Southern Mahratta.

Bengal Nagpur.

Bengal and North-Western.

Oudh and Rohilkhand

Morvi.

Bengal Dooars.

172. Troops will ordinarily travel through direct to their destination. Halts at rest camps will only be made when absolutely necessary.

Hours for journeys of troops.

173. Special arrangements must always be made with the railway authorities for the carriage of ammunition and explosives, whether accompanying troops, or otherwise, see the detailed instructions given in the Magazine Regs.

Ammunition and explosives.

174. Govt. treasure should be conveyed under escort in a separate vehicle or compartment, accessible only to the escort or railway guards, and the O. C. the escort will make all arrangements for its safety en route.

Treasure.

Arrangements for conveyance of animals,

175. Officers' chargers may be sent in horse-boxes by any class of train. If, however, their despatch by a particular train necessitates the provision of a special vehicle, and they are not in sufficient numbers to justify a whole vehicle being engaged, they should be despatched either in advance of, or may follow, the officer, unless it is absolutely necessary that the chargers should accompany the officer. This rule will only apply to cases where the chargers of officers are booked by warrant, as for instance, when the officers are accompanying troops by rail, and they themselves travel on warrant under the rules contained in para. 2 (a). Other animals should ordinarily be despatched in horse wagons by goods or mixed trains. The railway authorities must be informed of the class of vehicle and train by which the animals are to be despatched, or they will send them by passenger train and charge accordingly. Conveyance for less than three chargers by the East Indian Railway mail trains between Howrah-Delhi-Jubbulpore should only be demanded in cases of emergency as this is the minimum charge payable by such trains.

Horses are not carried on the Kalka-Simla and Darjeeling-Himalayan Railways. On railways which quote an owner's risk rate, govt. animals will be held to be despatched at that rate without declaration.

Provision, exchange loading, and release of vehicles conveying troops.

176. Each railway will provide its own passenger carriages and brake-vans at the junction station unless the railways concerned arrange for these vehicles to run through. But when military considerations do not admit of the exchange, the foregoing vehicles, as well as hospital carriages, and all other vehicles which run through on all occasions, will go through to destination. All vehicles should be released as early as possible on arrival at destination to avoid charges for demurrage. Officers commanding will be liable for any extra expenditure incurred, when this is due to non-compliance with these instructions. In the case of special trains an allowance of six hours' daylight for loading and unloading, respectively, and in that of wagons placed for unloading at arsenal and factory sidings an allowance of 24 hours for unloading shall be given; any time taken in excess being paid for at the rate of 2 annas per vehicle per hour. In other cases the usual public allowance will be given and the charges levied from the public will be made on all time taken in excess of the allowance.

The military authorities will be responsible for and perform all loading and unloading at their own cost.

Marshalling and loading of troop extra trains.

177. The arrangement of vehicles on troop extra trains will be decided by the railway authorities in concert with the despatching officer, and once made over cannot be interfered with; but the despatching officer should point out in writing any irregularities in respect of the fittings or types of vehicles, position of ammunition vans, etc. The despatching officer will be responsible that the vehicles are properly filled, and will not be interfered with by the railway officials so long as the carrying capacity of any vehicle is not exceeded.

178. When a troop extra train is requisitioned the traffic manager will be given full information as to the desired hour and date of departure from original station, halts required *en route* and their duration, and time of arrival at destination, to admit of his arranging the time table. No departure from this time table is permissible without the consent of the railway authorities concerned.

Time table
for troop
extra train.

179. All military passengers not drawing travelling allowances, will be booked on I. A. F. T-1707 which will be completed as therein directed, and exchanged at the booking office for a ticket. Except by troop extra trains, separate warrants must be issued for chargers, the number and date of the officer's personal warrant being noted thereon for audit purposes.

Railway
warrant
form.

180. Warrants should ordinarily only be altered under the signature of the issuing officers, but where this is impossible, the O. C. the troops should make the required alteration, and report their nature, and the reasons for the same, to the issuing officer for correction of the counterfoil warrant, and communication to the C. M. S. Accts.

Alteration of
warrants.

181. When officers take more than the authorized number of horses, they will be entered on the warrant, and the amount payable will be the difference between that chargeable to the state for the govt. animals, and the total amount claimable for the whole number. The O. C. the troops will collect the amount due from the individuals concerned and pay the railway before departure.

Conveyance
of private
horses with
troops.

182. Each party despatched must be furnished with a time bill of their journey, on I. A. F. T-1721, which should ordinarily be adhered to. Any necessary deviation therefrom must be endorsed on the bill by the individual authorizing it, and communicated to any rest camps at which the party will halt, also to the authorities at destination.

Time bill for
parties.

183. Despatching officers will be responsible that 48 hours' previous notice of the intended despatch of parties exceeding ten in number, or of animals, ammunition, treasure, or stores, is sent, if possible, to staff officers (or individuals in charge of rest camps not located in military stations) at (1) all intermediate halting stages, (2) any intermediate station to which booked for onward despatch, and (3) at final destination, to admit of arrangements being made for their reception, and onward progress if necessary. This notice should ordinarily be sent by post on I. A. F. T-1710, but if time will not admit of this, then by telegraph. The departure of a troop extra train must also be reported by telegraph from stage to stage.

Notice of
despatch.

184. When necessary an officer, and a N. C. O., should precede mounted troops to arrange for the watering of the animals *en route*. Before despatching animals and ordnance it should also be ascertained whether facilities exist, or will be provided, for their entrainment and detrainment.

Watering and
detrainment
of animals,
etc.

185. Pakhali bullocks may accompany a unit moving by rail into camp, or when their conveyance would be more convenient or less expensive than the procedure prescribed in A. R. I., Vol. II.

Pakhali bul-
locks

Adherence
to railway
rules.

186. All ranks should be warned of the heavy responsibility they incur by any interference with traffic arrangements, and that it is incumbent on them to co-operate with the railway authorities, and conform to the railway rules.

Soldiers' dogs, etc.

Dogs,
birds, etc.

187. Soldiers' dogs or other animals, and birds, are conveyed at the rates and under the conditions prescribed in Appx. V.

Baggage rules.

Free baggage
allowance.

188. By ordinary trains, railways carry free of charge, exclusive of arms and accoutrements taken into the carriages, 20 seers of baggage for each contract passenger and the ordinary free allowance for each tariff passenger when these are booked on warrants and paid for at the contract or the tariff rate as the case may be, the deduction being calculated on the actual number of seats paid for. When contract and tariff rate passengers are conveyed in vehicles at the vehicle rate an all round allowance of 20 seers of baggage per individual travelling will be allowed free. In the case of troop extra trains one brake-van is allowed free for the conveyance of baggage provided that in all cases the minimum number of 16 vehicles is paid for. On the Darjeeling-Himalayan Railway, no free allowance is given in movement of troop trains.

Baggage
despatched
by ordinary
train.

189. Special wagons should not ordinarily be requisitioned for the baggage of military passengers travelling by ordinary trains, which should be weighed and taken over by the railway authorities in the same manner as the baggage of private passengers. For such baggage, govt. will be charged at $\frac{1}{3}$ rd pie per maund per mile (or the vehicle mileage rate—see Appx. V—whichever is cheaper) for the regulation scale, less the free allowance, while the individual travelling must pay at the time of booking for all excess baggage. In cases where the total amount to be carried exceeds 162 maunds, a special wagon should be invariably ordered and all charges in connection therewith adjusted in the manner laid down in para. 190.

Baggage
despatched
by troop
extra train.

190. When troops are to be conveyed by troop extra train, the despatching officers should inform the railway authorities of the total amount of public and private baggage to accompany them. The railway will supply the wagons and brake-vans to carry the full amount, each vehicle being calculated to carry three-fourths its marked capacity. The O. C. the troops will be responsible that the vehicles are not only packed with not less than this minimum load, but that as much baggage as possible, within the maximum weight, is loaded therein. Any liability accruing from the non-compliance with these instructions will not be accepted by the state. Payment will be made at the vehicle mileage rate (see Appx. V) for all baggage, stores, equipments, etc., so conveyed. The



total charges will be paid by govt. who will adjust them in the following manner:—

- (a) Govt. will pay for the regulation amount, less the free allowance, if any;
- (b) The O. C. the troops will pay for all excess baggage;
- (c) The O. C. the troops will pay for any extra vehicles supplied in consequence of the above orders not being complied with.

The amounts due, or the number of vehicles supplied on account of (b) and (c), must be entered on the warrant, and officers concerned will satisfy themselves before departure of the train that the entries made thereon are correct to avoid unnecessary references on the subject being made by the M. A. Dept.

191. All ranks are warned of the prohibition against baggage containing dangerous or offensive goods, any breach of which is punishable by a fine which may extend to Rs. 500, in addition to the individual being held responsible for any loss, injury, or damage, caused thereby, and commanding officers will be held responsible that such articles are not packed in kits. All baggage containing money or other valuable property must, if valued at over Rs. 100, be specially booked and insured, otherwise the railway will not accept responsibility. Detailed information as to the articles included in the above classes may be obtained at any railway station.

192. In all cases of the loss of govt. or other property in transit by rail, the O. C. troops is responsible that a thorough investigation is at once made, and the result reported to the local staff officer for further necessary action. Soldiers travelling by ordinary train should be warned not to deliver up their ticket until they have taken over their baggage. Should any baggage be missing the person in charge of the party or individual concerned will at once report the fact to the stationmaster, endorse the ticket with a note of the deficient baggage before handing it over, and obtain from the stationmaster a signed copy of the ticket and endorsement. The matter should then be reported to the O. C., who will be responsible for taking all necessary action with the railway authorities to recover the property or obtain compensation in lieu. If not satisfactorily settled within a reasonable period, the matter should be referred to two arbiters, one nominated by the O. C. and the other by the local railway authorities, and if these cannot agree the case may be referred to a third arbiter, whose decision will be final. If the matter cannot be settled locally in the above manner, a reference should be made to divl. hqrs.

193. Troops will not be separated from their kits and bedding, except in the case of large bodies moving for direct embarkation to ports or *vice versa*, when the heavy baggage may be despatched, under escort, in advance by a special baggage train. During the winter months the men should always take their blankets with them in the carriages. Baggage likely to be required en route should be stowed so as to be readily accessible.

Carriage of dangerous, offensive, or valuable goods.

Losses of baggage, etc.

Troops not to be separated from kits and bedding.

Responsi-
bility for
baggage
in troop
extra trains.

194. In troop extra trains padlocks and keys for securing the doors of the baggage wagons on both sides will be handed over by the railway authorities to the O. C., who is responsible for the safe custody of the baggage *en route*, and for the return of the padlocks and keys to the stationmaster at destination. Receipts will be obtained on all occasions of the transfer of the padlocks and keys. Should, however, the railway detach, or in any way assume charge of the contents of a wagon, they become responsible, but the keys will be retained by the O. C.

Coolies for
loading or
unloading
baggage.

195. At stations in the Presidency Bde., Keamari, and at the Sassoon dock, Bombay, at all seasons; and in other cases when the O. C. the station may, on the advice of the medical authorities, consider it necessary, coolies may be supplied, on application to the S. and T. corps, to load or unload British soldiers' baggage on and from trains, vessels, or bullock trains. The baggage of invalids and families of British soldiers will always be loaded or unloaded by coolies.

Rest camps.

Rest camps.

196. Rest camps or barracks at which troops travelling by rail may rest, and be rationed, are equipped with S. and T., medical, cooking, and conservancy establishments, also a coffee shop if possible. They may be opened annually at the following places, between such dates as the Divl. Comdr. concerned may decide:—

Rawal Pindi, Kalka, Jhansi, Bareilly, Dehra Dun.

NOTE.—In all other cases small parties should, if possible, be attached to units in garrison during any temporary halt, but a Divl. Comdr. may, under his financial powers, authorize the temporary establishment of rest camps at other places whenever exceptional circumstances render this necessary.

General rest
camp orders.

197. The rest camp is under the O. C. the station, or, if not located at a military station, the O. C. the nearest station. The transport officer or rest camp serjeant in charge will conduct all parties from and to the railway station, and will be responsible for the cleanliness, sanitation, and good order of the camp, and for the care of all govt. property therein; for the prevention of fire, and for restricting the sale of undesirable articles; for the exclusion of all persons without passes; and for the immediate recovery of the value of any wilful damage done to govt. property from the detachment concerned. Also for the submission by the troops concerned of arrival and departure reports on I. A. F. T-1708, for which he will supply the required forms. He is also responsible that all parties are warned, as soon as possible, of the hour of their onward despatch; and that due notice is given of the strength of parties proceeding to other rest camps, and of the time at which they may be expected, so as to admit of the required rations and carriage being provided, and of a meal being prepared, before their arrival. The O. C. the station should draw up such standing orders dealing with these and other matters, including the rationing of the camp, as will meet local conditions. These should be communicated

to all ranks using the camp. Officers accompanying troops need not report themselves personally to the O. C. the station.

198. On receipt of notice of the arrival of troops, the S. S. O., or the rest camp serjeant when the rest camp is not located in a military station, will obtain such carriage as may be required to convey the families and invalids, and the public baggage of the troops, between the railway station and the rest camp, on arrival and departure.

Conveyance of details, and baggage to and from rest camp.

Refreshments.

199. Soldiers and their families travelling alone or in small parties not under the command of an officer will, if the men are in uniform, be supplied, on application at second class refreshment rooms, with refreshments on payment at the following rates. To ensure the meals being ready, despatching officers will give the refreshment contractors concerned as much previous notice as possible if the party exceeds twenty, and at least 48 hours' notice if it exceeds ten. For parties below ten, the men should intimate their requirements to the guard of the train in order that notice may be given by telegraph—

Refreshments for individuals and small parties.

- | | |
|--|----------|
| (i) For a 'standard' meal consisting of a plate of meat, half a loaf of bread, and a pint of tea or coffee, | 6 annas. |
| except on the Burma railway where a plate of curry and rice is also given and the charge is | 8 " |
| or | |
| for a plate of meat and half a loaf of bread | 1 " |
| for a pint of tea or coffee | 2 " |
| or | |
| a cup of tea or coffee | 1 anna. |
| (ii) One pint of beer for each man and woman may also be obtained on payment at the following rates:— | |
| for draught beer | 4 annas |
| or where draught beer is not kept, one pint bottle of beer | 6 " |
| (iii) At all refreshment rooms controlled by Messrs. Kellner & Co., a hot breakfast or dinner, if preferred to the standard meal and the individuals concerned pay the extra charge, will be supplied at twelve annas a meal. Aerated waters are also supplied at the following rates per bottle:— | |
| Soda 1 anna; lemonade or gingerade 2 annas; with ice 6 pice extra. | |

The intimation of requirements should separately state how many (1) standard meals with or without tea or coffee, (2) pints of beer, and (3) hot breakfast or dinners (in the cases of Messrs. Kellner's refreshment rooms only), are required.

200. When large bodies of troops travel, the officer in command may permit the men to obtain a moderate amount of liquor from the railway refreshment rooms on payment, but will be responsible that such issues are properly supervised and carried out in perfect order.

Liquor for large bodies.

Examination of vehicles.

201. Before the train starts all vehicles should be examined, in company with a railway official, to ascertain what fittings, etc., are deficient, that the offside doors of passenger

Examination of vehicles.

vehicles are locked, and that the doors of wagons conveying animals are securely fastened. On arrival at destination the vehicles will be re-examined in the same manner, any damages discovered which are due to culpable negligence being assessed by the railway and paid for on the spot by the O. C.

Entrainment and detrainment of troops.

Issue of
detailed
orders.

202. In all movements of units or detachments by troop extra train the O. C. should issue such instructions for their entrainment, the preservation of order *en route*, particularly during halts, and detrainment, as will meet the actual conditions of the movement. These instructions should follow the rules contained in para. 1433, K. R. and F. S. Manuals, as far as possible.

When allotting accommodation in troop trains, the numbers and units allotted will be marked with chalk on the footboards below the door of each carriage or compartment, and not on the sides of the carriages.

Transport by Road.

203. When travelling allowances are not admissible, the Road accommodation following is the accommodation authorized for all ranks moving by road. See also Appx. VI.

Horse or tonga dāk. (e)	Jhampan, chair, doolie or palkee dāk.	Camel, mule or pony riding dāk.	Ekkas or tum- tums.	Bullock train carts (two-wheeled).	Country carts with two bullocks or their equivalent.
C-in-C. The C. G. S. or an Army Comdr. Major or brigadier-general. Colonel, lieutenant-colonel, major or lady nurse. Other British officers, departmental warrant officers, aides-de-camp and clerks and draughtsmen of Army and Northern or Southern Army Hqrs. not drawing travelling allowances. British soldiers	Discretionary. Discretionary, subject to tour grant not being exceeded. A whole carriage. Two seats (a)	One, with two coolies for baggage, or a baggage animal in lieu if not more expensive.	One for personal conveyance, and one for servant and baggage.	Three carts. (d) Two carts. (d), (f) If travelling singly one per cart, otherwise two per cart. Also one cart per British officer or native aide-de-camp for servants and baggage.	
Native officers and sub-assistant surgeons.	One seat (h), only admissible when unfit to proceed by other modes of conveyance.	One with coolies for authorized baggage.	See Appx. VI One, when this mode of transport is cheaper than bullock train cart.	One seat each, or three men per cart. (b), (c). If travelling singly, one per cart, otherwise two per cart. (g)	

Other native soldiers.	When carts cannot be used. Each woman with not more than one child under four years; one jhampan, etc., with six coolies, (8 coolies in hills north of Kalka.)	One seat each, or four men per cart. (b)	One cart per three adults inclusive of the soldier if he accompanies, subject to a minimum of one cart per family if accompanied by any child or children.	(b) One cart per two adults (per three adults between Abu Road and Mount Abu).
Families of British soldiers.	Each child over 12; one or two children between 8 and 12; or one, two or three children under 8 years; one jhampan, etc., with four coolies.	..	Each child over 12 years to count as an adult and under 12 as half an adult.	..
Families of native officers and sub-assistant surgeons.	..	..	1 cart each where two families travel together, and a whole cart for a family travelling separately. (g)	One cart per two families.
Nepalese families of Gurkha regiments serving in Assam when moving in relief.	..	..	..	..

- (a) Previous notices should, if possible, be given to the dak company to enable them to allot the required seats in the ordinary or mail conveyances, but when they cannot be so allotted and the warrant is endorsed to the effect by the dak company's agent a whole carriage may be supplied.
- (b) When passengers are not booked by seats, whole carts will be engaged even if they can only be partially filled.
- (c) Troops sent by bullock trains are to be provided for the journey, or given an advance to meet their expenses, and should be warned to safeguard their arms and baggage en route.
- (d) When moving on inspection duty in Assam the G. O. C., Lushnow Division, and his staff officer are allowed three carts only between Dinsapur and Manipur, and 48 coolies between Manipur and Suchat.
- (e) Phantoms may be used by the G. O. C., 6th Division, and his staff, when moving on inspection duty.
- (f) Lady nurses, one cart.
- (g) Whenever bullock carts are not available, the cheapest means of conveyance locally procurable will be allowed.
- (A) Her Majesty's warrant officers are allowed conveyance by a tonga, when available.

Marches.

General Instructions.

General rules.

204. Movements must be carried out by the authorized routes and by the prescribed stages, and no deviation therefrom should be made save in exceptional circumstances which should, with the consequent changes, be reported to the Divl. Comdr. and all others concerned. The hour at which marches should commence will be dictated by circumstances, and halts should ordinarily be made on Sundays.

Road movement reports.

205. In addition to the movement reports rendered under para. 10, the O. C. a unit or detachment exceeding 50 men moving by road should, when approaching any military station, or a station occupied by the Nizam's troops commanded by European officers, give, by means of I. A. F. T-1708, the local staff officer two days' notice of the arrival of the party, and also furnish him with a marching in report on the same form on arrival.

Any special occurrences or other matters which the O. C. may wish to bring to notice for correction of the route book, etc., should be reported by letter to the Divl. Comdr. concerned.

Notices of movements.

206. The G. O. C. the ^{division}_{brigade} from which troops originally move will send a copy of their itinerary to the G. O. C. at destination, and of each brigade to be passed through, for publication in ^{division}_{brigade} orders. Any changes made *en route* should be communicated by the O. C. the troops to those concerned.

Miscellaneous reports.

207. Assistant surgeons in medical charge of detachments will report to the S. M. O. of each station they pass through, the strength of the detachment, with the number of sick and their ailments. When native officers or N. C. O's are in command of parties they will report personally to the S. S. O. of each station *en route*, who will prepare and despatch any necessary movement reports.

Departmental officers to be informed.

208. The Divl. and Bde. Comdr., and the O. C. the station, will be responsible that all orders for the movements of troops received or issued by them, are communicated to their departmental and other officers concerned.

Duties in connection with the civil authorities.

Care of encamping grounds.

209. The civil authorities are responsible for the maintenance in good order of all established encamping grounds outside cantonments, and whenever movements are ordered the Bde. Comdr. will intimate to the civil officers concerned (see route books), the routes which will be used in order that the wells, etc., may be thoroughly cleaned beforehand.

Notice to civil authorities.

210. On receipt of final movement orders the O. C. the troops must communicate to each civil or political officer *en route* (see route books), an itinerary of the march through their jurisdiction, the strength of the party, and the probable

date of arrival at ferries or other points where special assistance is required from the civil authorities. The notice should request that a police officer or durbar official may be detailed to accompany the force, and that steps be taken to prevent the irregular sale of liquor to the troops on or near the route.

211. This police officer or durbar official is attached to the troops to settle, in communication with the O. C., all disputes with the inhabitants, or with any transport establishments engaged by the civil authorities; to arrange that, in addition to the usual military precautions, proper measures are taken by the local officials to prevent theft and the irregular sale of liquor; and to act generally as the medium of communication between the O. C. and the subordinate native officials and inhabitants. To prevent misunderstanding he should furnish the O. C. with a copy of the local rules defining the extent to which the guarding of military encampments devolves upon the local police. The O. C. will not interfere with or exercise any authority over him in the performance of his duties, but should report any neglect or inattention on his part to the district civil officer concerned.

Duties of police officer or durbar official.

212. Should irregularities committed by the troops not be discovered until after they have marched, the local civil authorities should send a full report of the occurrence to the O. C. the next military station on the route, who will be responsible that the matter is fully investigated and suitably disposed of.

Reports of irregularities.

Duties on the line of march.

213. The O. C. the troops is responsible that the strictest discipline is maintained, and that all possible precautions are taken to prevent damage to trees, crops, telegraph wires and posts; trespass in govt. forests or private enclosures; or irregularities of any kind. Any assistance required from the inhabitants should ordinarily be obtained through the medium of the civil authorities, and paid for at local rates.

Responsibilities of O. C.

214. The order of march will be decided by the O. C., but advance baggage and rear-guards should usually be detailed in the case of large parties, the former to clear the route for the main body, and the latter to bring all stragglers and delayed carriage into camp. An advance party, commanded by an officer if possible, should usually precede a unit to demarcate each encampment, and see to the watering arrangements, etc., before the main body arrives. When families accompany the troops, a separate encampment should be arranged for them.

Order of march.

215. Troops are forbidden to enter foreign territory without the previous sanction of the C.-in-C., and the receipt of permission to do so from the Governor of the settlement, the latter being applied for direct by the O. C.

Marches through foreign territory.

216. Whenever troops are supplied with boats or other assistance for crossing rivers or nullahs, the O. C. will give the person furnishing the same a certificate showing in detail the nature of the assistance rendered, and the time engaged.

Assistance in crossing rivers, etc.

Any reasonable charge preferred on this certificate will be settled by the district civil officer, and adjusted by book debit to the M. D.

Damage to crops, trees, etc., during ordinary marches.

217. Encampment upon or movement over cultivated land must be avoided as far as possible. Any damage done by troops and their followers on the march will be assessed in concert with the local or attached civil officer, and paid at once by the O. C. Any portion of the charge attributable to damage done by other than govt. animals and establishments must be recovered by the S. and T. corps from the contractor or owner; that debitable to the state, on being passed by the competent financial authority, will be recovered from the A. D. S. and T. or A. D. S., as the case may be, of the division in which it arose.

Damage to crops during manœuvres.

218. The damage done to crops during manœuvres will be recorded and assessed entirely by the civil authorities, who will inform the G. O. C. of the force periodically of the progress of the assessment, to give him an opportunity of raising any objections thereto at the time. When the assessment is complete, a detailed statement of the compensation awarded and of any expenditure incurred on temporary establishments specially engaged for the work, will be presented to the G. O. C. the force, and at once settled by him from his training grant.

Dâk bungalow and serai fees.

219. All soldiers using dâk bungalows or serais must pay the usual fees. Those paid by British and native soldiers travelling on duty, and not in receipt of travelling, tentage, or accommodation allowances, may be recovered.

General camp rules.

220. The sanitary and other rules to be observed in encampments are detailed in the Peace Encampment Regs., India.

Outbreak of infectious disease.

221. In marching through tracts where infectious disease may be prevalent, such sanitary and other precautions as the medical officer considers necessary must be carefully observed, and in no circumstances should troops be encamped on ground where cholera has recently shown itself. In the event of an outbreak of any infectious disease during a march, the party should ordinarily halt at once, and take such immediate measures to check the spread of the disease as the medical officer may consider desirable. A telegraphic report should be made to the O. C. the Bde. in which the party is marching, who will, in consultation with the A. D. M. S. or D. D. M. S., issue such instructions as circumstances may dictate, and report the action taken to the Divl. Comdr. While the sickness lasts the O. C. will send daily reports, by telegraph, if possible, to the D. D. M. S., or A. D. M. S., or in the case of cholera as laid down in A. R. I., Vol. VI. These reports should give the names of any British officers attacked.

Carriage.

General rules.

222. Immediately a corps or detachment receives its final movement orders, separate requisitions on I. A. F. Z-2150 for the public and private carriage required, should be sent to the

local S. and T. officer. The indents will be complied with by the S. and T. corps, either by the supply of govt. transport, contract carriage, or hired carriage obtained by requisition from the local civil authorities: When the aid of the civil authorities is required the rules in Appx. VII will be followed.

223. Where there is no representative of the S. and T. corps, if sufficient govt. transport is available under the orders of the O. C. the station to meet requirements, the requisitions may be submitted to and dealt with by him, otherwise they will be sent to the nearest S. and T. officer, who will either provide, or authorize the O. C. the unit to arrange direct with the local civil authorities for the required hired carriage. Batta drawing units should ordinarily make their own arrangements for the supply of the carriage required for other than govt. property, but may indent for such carriage on payment under the above rules.

224. The O. C. will be responsible that animals are not overloaded nor ill-treated, and that on arrival at destination or an exchanging station all carriage is released as early as possible. Animals must always be unloaded when crossing rivers in boats. Hired transport establishments not being amenable to military discipline, any serious misbehaviour on their part must be dealt with in communication with the civil authorities.

225. The S. and T. corps will adjust all charges on account of public and private carriage supplied under these rules, a valuation statement being submitted to the O. C. at the end of the march for the private carriage supplied.

226. Native ranks enrolled in units of the late Madras army before the 1st October 1901, whose families are recognized by govt. and permitted to reside in the regimental lines, are entitled, when their corps marches in relief and families are permitted to accompany it, to draw the difference between the carriage rates in force on or about the 1st November 1859, and those actually prevailing at the time of movement, for the following scale of family conveyances:—

Each native officer	1 cart.
Each sub-assistant surgeon, havildar, dafadar, bugle, drum, fife, and farrier major	1 "
Each naik, farrier, and drummer	1 "
Each sepoy, sowar, lascar, pakhall, and recruit or pension boy	1 "

Supplies.

227. The rationing of British soldiers and govt. animals, and the supply on payment to officers of British corps of any articles of rations required, on the march, devolve upon the S. and T. corps, and will be met either by contract arrangements, or by requisition on the civil or other authorities concerned, S. and T. subordinates being attached to receive and issue the supplies. The supply arrangements for native troops and follows devolve upon the O. C. the unit, and will ordi-

narly be met by requisition on the civil or other authorities concerned. Only one requisition need be submitted for British troops and their native followers, or for native corps equipped with govt. animals, being prepared conjointly by the S. and T. officer and the O. C.

Requisitions and losses.

228. Requisitions on I. A. F. S-1526 for the supplies required at each stage should ordinarily reach the district civil officer concerned (see route books), or in the case of cantonments, the S. S. O. who will make all arrangements (in conjunction with the cantonment magistrate where there is one), at least a fortnight before the supplies are required. Separate requisitions will be prepared to meet the requirements of advance parties. The requisition form enumerates the articles which can alone be demanded, any other articles must be arranged for privately. Any changes in dates, routes, or in the requisition, that may subsequently prove necessary, should be forthwith communicated to those concerned. Losses caused by such changes will only be borne by the state when the competent financial authority is satisfied that they were unavoidable. Those due to excessive estimates must be met by the corps.

Taking over supplies, etc.

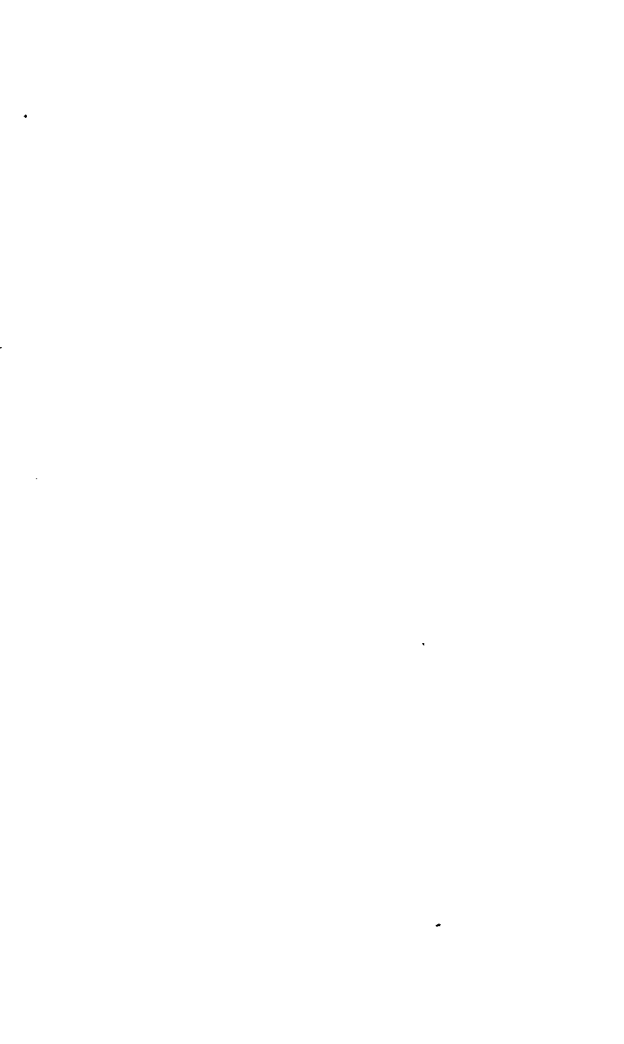
229. Each district civil officer will detail a civil official to join every large body of troops marching together, the day before it arrives in his district, to assist the O. C. in all supply matters. This officer should generally precede the party daily to ensure the supplies being in readiness at the next stage, and will obtain and furnish the O. C. on arrival with copies of the local price current. When shops are, or can be, established on or near the encamping ground, the shopkeepers or contractors will retail the supplies to the troops or their agents. Where no shops can be arranged for, and in all cases where articles are required which are not ordinarily kept in stock (such as sheep, fowls, or eggs), or which are quickly perishable (such as milk), the civil authorities will themselves purchase the supplies as most convenient, convey them to the encamping ground, and there hand them over in bulk to the O. C. with a bill for the total amount due at local rates and any conveyance expenses. The O. C. will at once settle this bill, arrange for the retail issue, and for the subsequent disposal of any surplus.

Rejection of supplies.

230. The advance party referred to in para. 214 may, however, be authorized, in conjunction with the local supply official, to inspect and take over beforehand the supplies demanded when the retail issue by shopkeepers is impracticable, but must not be given power to reject supplies. Supplies may only be rejected by a committee of British officers in British corps, or of native officers, superintended by a British officer in native corps, and their report thereon should be communicated to the district civil officer.

Irregular practices, complaints, and settlement of claims.

231. The O. C. will be held responsible that whenever any article is taken without payment, or when *dasturi* is exacted, the responsible person is severely dealt with. He will cause the officer of the day to frequently visit the bazaar, to see that the guard or police which should be posted thereon are doing their duty, and that no irregularities are permitted. The



O. C. will take care that he is readily accessible to any civil official or inhabitant who may be desirous of lodging a complaint. The civil supply official should report to the O. C. each evening whether any claims remain unsettled, and, if so, the latter will personally see to their immediate settlement. The civil official should endorse all receipts given for payments made, and the O. C. should not accept receipts unless so endorsed.

232. Individuals or small parties will ordinarily purchase their own supplies from bazaars. If any assistance is required they will apply to the local police officer. Individuals and small parties.

Tolls.

233. Under the Indian Tolls (Army) Act II of 1901, which applies to the whole of British India, inclusive of British Baluchistan, the Santhal Parganas, and the Pargana of Spiti— Exemption from tolls.

- (a) all officers and soldiers of His Majesty's Regular Forces, and local corps, or Imperial Service Troops, when on duty or on the march,
- (b) all members of a corps of volunteers when on duty, or when proceeding to or returning from duty,
- (c) all officers and soldiers of the Indian Reserve Forces when proceeding from their place of residence on being called out for training or service, or when proceeding back to their place of residence after such training or service,
- (d) all grass-cutters when employed in the service of His Majesty's Regular Forces, any local corps, Imperial Service Troops, or any corps of volunteers,
- (e) all other authorized followers of His Majesty's Regular Forces, any local corps, Imperial Service Troops, or any corps of volunteers, when they accompany any body of such forces, troops, or volunteers, or any members of such corps, on the march, or when they are otherwise moving under the orders of military authority,
- (f) all members of the families of officers, soldiers, or authorized followers, of His Majesty's Forces, or any local corps, when accompanying any body of troops, or any officer, soldier, or authorized follower thereof, on duty or on the march,
- (g) all prisoners under military escort,
- (h) the horses and baggage, and the persons (if any), employed in carrying the baggage of any persons exempted under the foregoing clauses, when such horses, baggage, or persons accompany the persons so exempted under the circumstances mentioned in those clauses respectively,

- (i) all carriages and horses belonging to His Majesty, or employed in His Majesty's military service, and all persons in charge of or accompanying the same, when conveying any of the persons above mentioned, or when conveying baggage or stores, or when returning unladen from conveying such persons, baggage, or stores,
- (j) all carriages and horses, when moving under the orders of military authority for the purpose of being employed in His Majesty's military service,
- (k) all animals, accompanying any body of troops, which are intended to be slaughtered for food or kept for any purpose connected with the provisioning of such troops, and
- (l) all persons in charge of any carriage, horse, or animal exempted under any of the foregoing clauses, respectively,

are exempted from the payment of any tolls, on embarking or disembarking, or on being shipped or landed from or upon any landing place; or in passing along or over any turnpike or other road or bridge; or on being carried by means of any ferry, other than a railway ferry. But boats, barges, or other vessels employed in conveying the above persons or property along any canal will pay the usual tolls.

Any vessel employed by the govt. solely for the transport of troops; or the horses, baggage or other effects of any troops embarking or disembarking at any port; or carriages belonging to His Majesty or employed in His Majesty's military service embarking or disembarking at any port; are also exempt from tolls levied by any local authority.

Officers not in uniform need only furnish the toll-keeper in writing with their names, rank, and nature of the duty on which travelling, but in all other cases unless the individual is in uniform, or followers, horses, baggage, carriages, and slaughter animals are accompanying individuals in uniform, exemption from tolls will only be admitted on the presentation of a pass (I. A. F. Z-2114) to the toll authorities.

NOTE.—"Horses" includes mules and beasts of any description used for burden, draught, or the conveyance of individuals.

Appendix I.

*Classification of British N. C. O's and men for travelling,
arranged alphabetically.*

• Class I (Class 16, W. O. A. Regs.).

Acting serjeant major, volunteer corps.	} • Quartermaster serjeant. Troop deck serjeant.
Master gunner, 3rd class.	

Class II (Class 17, W. O. A. Regs.).

• Battery, squadron or company serjeant major or quartermaster serjeant.	} Serjeant employed in an Indian department eligible for promotion to departmental warrant rank. Staff serjeant.
• Colour serjeant.	
1st class serjeant instructor, volunteer corps.	

Class III (Class 18, W. O. A. Regs.).

2nd class serjeant instructor, volunteer corps.	} Serjeant of the Indian U. L., ineligible for promotion to departmental warrant rank.
Serjeant major and drill instructor, Nair brigade.	

Class IV (Class 19, W. O. A. Regs.).

• Serjeant.

Class V (Class 20, W. O. A. Regs.).

All rank and file.

* Including all those holding appointments carrying this rank (see K. R.).

Appendix II.

(REFERRED TO IN PARA. 17.)

*Extracts from the contracts entered into with the P. and O.
Co., having effect from the 1st February 1908 to the 31st
January 1915, for the conveyance of the East India, China,
and Australia mails.*

THE SECOND SCHEDULE.

1. The company shall and will when and so often as they Government
or the masters of any steamships of the company shall be passengers.
required in writing so to do by the Admiralty, the Secretary of
State for India, or the Secretary of State for the Colonies, or
by any officers or agents acting under their authority (such
writing to specify the rank or description of the person or
persons to be conveyed and the accommodation to be provided
for him or them) receive, provide for, victual, and convey to,
from, and between any of the ports or places to, from, and
between which any of the said steamships are to proceed in
the performance of this agreement or otherwise (in addition
to any officers of the Post Office employed in connection with
the mails conveyed, or to be conveyed under this agreement).—

(a) Any number of naval, military, or civil officers in
the service of His Majesty, not exceeding eight
in any one ship, with or without their wives and

children, as chief cabin or 1st class cabin passengers (together with their servants, male and female, who are to have the same accommodation as that provided for the servants of other passengers, or of officers of the company):

(b) Any number of warrant officers, or non-commissioned officers, class XVI of the army warrant officers or colour serjeants of the Royal Marines, chief petty officers of the Royal Navy, or artificers in His Majesty's dockyards, not exceeding four in any one ship, with or without their wives and children, as fore cabin or 2nd class passengers and

(c) Any number of seamen, marines, or soldiers, not exceeding 10 in any one ship, with or without their wives and children, as 3rd class passengers, to be always provided with proper accommodation below deck.

Their accommodation.

2. (1) The passengers who shall be conveyed in pursuance of the last preceding clause (who are hereinafter designated "govt. passengers") with their families, shall be treated in no respect whether as regards food, cabin, or other accommodation, or aught else, in a way inferior to that in which ordinary passengers of the same class are treated, or to that required by the regulations of His Majesty's Transport Service. The messing of the 2nd class and the victualling of the 3rd class naval adult passengers shall include in each day one half gill of spirits, or a suitable substitute for abstainers.

(2) The several classes of passengers conveyed as aforesaid shall mess in separate places, and medical attendance, medicine, and medical comforts, mess-utensils, and fittings, cooking utensils, articles for table use, and mess-places, fuel, lights, requisite articles of bedding, and all other necessities shall be provided for them in like manner as for ordinary passengers of the like classes respectively.

Passage money.

3. The passage money for govt. passengers and their families and servants, respectively, shall, unless otherwise agreed between the Admiralty, the Secretary of State for India, or the Secretary of State for the Colonies, and the company, be the same as that charged by the company for ordinary passengers of the same class and shall include all the particulars mentioned in the same preceding clause and, if and whenever any alteration of rates for ordinary passengers shall be made by the company, the Admiralty and the Secretaries of State for India and the Colonies shall be immediately apprised of such alteration.

Returns to be furnished.

4. Returns of the embarkation and disembarkation of all govt. passengers shall be furnished to the Director of Transports immediately after the departure and arrival of each ship.

Payments, how made.

5. Payments for passage money for govt. passengers shall be applied for by invoices according to a form to

be obtained from the office of the Director of Transports, and shall be made only upon such applications and upon the production of the orders for the passage together with a certificate under the hand of the commanding officer, specifying the number of the 3rd class passengers (men, women, and children) conveyed, with the ages and sexes of the latter, and stating the periods during which they have been respectively regularly supplied with provisions while on board, and also a certificate under the hand of each 1st and 2nd class passenger of his or her having been landed at the place of destination, and of his or her having been properly accommodated and messed during the voyage, and specifying the dates from and to which they were so messed, computed from the first to the last dinner meal.

6. The company shall convey for every govt. passenger, free of charge, the quantity of baggage (whether such quantity shall be estimated or ascertained by bulk or weight) to which he is entitled under the govt. regulations for the time being in force, and freight shall be payable for any extra baggage of a govt. passenger after the same rate as the freight payable according to the regulations of the company for the time being, for extra baggage of an ordinary passenger of the same class, but the same must be paid by the passengers themselves. Baggage.

7. The passage money for the wives, families, and servants of commissioned and civil officers when not ordered to be conveyed at the public expense, shall be paid to the company by the officers themselves. Wives and families.

8. In all cases where an officer in the naval, military, or civil service, of His Majesty who may not be entitled to a passage at the public expense shall require a passage on board any of the company's steamships, the company shall be bound to provide, when they have room in such ship, a passage for such officer in preference to any non-official passenger not already booked, and shall charge no higher rate for such passage than is chargeable for an ordinary passenger. Officers in His Majesty's Service to have preference to other passengers.

Appendix III.

(Referred to in para. 131.)

Scale of canteen stores to be shipped for 1,000 British troops proceeding to or from the U. K. or the Colonies in R. I. M. vessels.

Articles.	Quantity.	Articles.	Quantity.
Bacon	200 lbs.	Pipes, clay, with covers . .	360
Biscuits, lunch	1,344 "	Playing cards, packs . . .	36
" household	672 "	Rabbits, boiled (2-lb. tins) .	72 tins.
Bloater paste	720 tins.	Salmon (small tins) . . .	200 "
Bovril (2-oz. bottles) . . .	60 botts.	Salt, table	60 pkts.
Brawn (1-lb. tins)	400 tins.	Sardines (small tins) . . .	300 tins.
Butter (1-lb. tins)	300 "	Sauce (large bottles) . . .	60 botts.
" (½-lb. tins)	700 "	" (small bottles)	432 "
Cigarettes (packets of 10) .	5,000 pkts.	Sausages (1-lb. tins) . . .	72 tins.
Cigars (boxes of 100) . . .	15 boxes.	Seidlitz powders	720
Cheese	800 lbs.	Sherbet (in bottles) . . .	56 lbs.
Chocolate, cream	50 "	Soap, assorted	72 cakes.
Cocoa, Fry's (½-lb. tins) . .	150 tins.	" "Sunlight"	100 bars.
Cocoa and milk (1-lb. tins) .	150 "	Stationery (A. and N. pack-	
Coffee (½-pt. botts.)	100 botts.	ets)	36 pkts.
Condensed milk (1-lb. tins) .	500 tins.	Sweets	50 lbs.
Corned beef (1-lb. tins) . . .	400 "	Tea	20 "
Eno's Fruit Salt	60 botts.	Tobacco, plug (¼-lb. sticks) .	400 "
Golden Syrup	100 tins.	Tobacco (Capstan, Navy	
Haddocks, Findon	250 "	Cut), mild (¼-lb. tins) . . .	100 tins.
Ham and tongue (potted-		Tobacco (Capstan, Navy	
meat)	720 "	Cut), medium (¼-lb. tins.) .	30 "
Herrings, fresh (1-lb. tins) .	300 "	Tobacco (Capstan, Navy	
Herrings, kippered	150 "	Cut), strong (¼-lb. tins) . .	30 "
Herrings, red	4,000	Tongues, lunch	72 "
Ink	24 botts.	Tooth powder (small tins) .	36 "
Jam (1-lb. tins)	3,000 tins.	Vinegar, quarts	72 botts.
Jam (½-lb. tins)	500 "	<i>For use in canteen.</i>	
Marmalade (1-lb. tins) . . .	200 "	Butter paper	3 reams.
Mellin's Food	12 large	Tin openers	3
	botts.	Scales, weighing up to	
Pencils, lead	36	10 lbs.	1 pair.
Pickles (½-pint botts.) . . .	432 botts.	Enamelled drinking pots . .	12
Pipes, briar, assorted	72	Cheese knife	1
		Wire for cutting cheese . .	1

Instructions to distinguish bad from good tinned provisions.

Properly closed tins, whose contents have not gone bad, are rather concave (hollow) in their sides, or ends in the case of cylindrical tins. Those that are bad are convex or bulge outwards, and should be rejected or put on one side.

NOTE 1.—Stores on the above scale, proportionate to the strength embarked, will be purchased by the S. and T. corps, the cost being met by an advance to be obtained from the M. A. Dept.

2.—The O. C. troops should be furnished with an invoice of the stores shipped and their cost price. The selling price should be fixed at about 12 per cent. above the cost price.

3.—A serjeant should be detailed for the charge of the canteen, also an assistant, receiving extra duty pay at two shillings and one shilling per diem respectively, these expenses being met from the receipts.

4.—At the end of the voyage the cash balance and stores remaining on hand, together with the accounts complete, should be made over to the commander of the vessel for delivery to the authorities by whom the stores were purchased in India. If, however, troops are embarked for the return voyage, any stores on hand should be made over to the O. C. troops for sale.

5.—The O. C. troops will be responsible that no portion of the canteen fund is utilized for other purposes until the full amount required to pay for the whole of the stores shipped is in hand.



Appendix IV.

Dimensions and weights of artillery equipment.

Carriages.	EXTERNAL DIMENSIONS.			Weight.
	Length.	Breadth.	Height.	
<i>Royal Horse and Field Artillery.</i>	Ft. In.	Ft. In.	Ft. In.	lbs.
Carriage, field, Q. F., 13-pr., with gun	12 2	6 3	4 11½	2,161
Carriage, field, Q. F., 13-pr., without gun	12 2	6 3	4 11½	1,479
Carriage, field, Q. F., 13-pr., limber, with pole	14 0	6 3	4 8	1,380
Wagon, ammunition, Q. F., 13-pr., with jointed pole	8 4	6 3	5 0	1,773
Wagon, ammunition, Q. F., 13-pr., with pole	14 2	6 3	5 0	1,666
Wagon, Q. S., with pole, without stores	23 0	6 2½	7 0	1,760
Wagon, ammunition, 13 and 18-pr., converted :—				
With 13-pr. ammunition	9 3	6 3	5 0	2,789
With 18-pr. ammunition	9 3	6 3	5 0	2,853
Limber, wagon, ammunition, 13 and 18-pr., converted :—				
With 13-pr. ammunition	14 2	6 3	5 0	1,671
With 18-pr. ammunition	14 2	6 3	5 0	1,703
Carriage, field, Q. F., 18-pr., with gun	13 8	6 3	4 11½	2,696
Carriage, field, Q. F., 18-pr., without gun	12 2	6 3	4 11½	1,692
Carriage, field, Q. F., 18 pr., limber, with pole	14 2	6 3	4 9	1,642
Wagon, ammunition, Q. F., 18-pr., with jointed pole	8 5	6 3	5 2	1,100
Wagon, ammunition, Q. F., 18 pr., limber, with pole	14 2	6 3	5 2	2,014
Carriage, field, B. L., 5" howitzer, with howitzer	9 4½	6 2	5 0	2,693
Carriage, field, B. L., 5" limber, with pole	13 6½	6 2	5 0	2,320
Wagon, ammunition, B. L., 5" howitzer	8 11	6 2	5 0	3,173
Wagon, ammunition, B. L., 5" limber, with pole	13 6½	6 2	5 0	2,330

Appendix IV—concl'd.

Carriages.	EXTERNAL DIMENSIONS.			Weight.
	Length.	Breadth.	Height.	
	Ft. In.	Ft. In.	Ft. In.	lbs.
<i>Heavy Artillery.</i>				
Carriage, field, B. L., 30-pr., with gun and ammunition . . .	13 4	6 2	5 0	4,330
Carriage, field, B. L., 30-pr., limber, with pole . . .	13 4½	6 2	5 0	2,961
Wagon, ammunition, B. L., 30-pr. . .	9 2½	6 2	5 0	3,199
Wagon, ammunition, B. L., 30-pr., limber, with pole. . .	13 4½	6 2	5 0	2,961
Carriage, travelling, B. L., 5" converted, I. P., with gun . . .	17 3½	6 3½	5 0	8,176
Carriage, travelling, B. L., 5" converted, limber, with pole . . .	12 10½	6 3½	5 0	2,620
Cart, store, I. P., empty . . .	14 0	6 4	5 0	1,344
Carriage, field, B. L., 4" converted, I. P., with gun . . .	14 6	6 4	5 0	4,571
Carriage, field, B. L., 4" converted, limber, with pole . . .	13 4½	6 2	5 0	2,800
Wagon, ammunition, B. L., 4" converted, I. P., empty . . .	9 2½	6 2	5 0	1,624
Wagon, ammunition, B. L., 4" converted, limber, with pole . . .	13 4½	6 2	5 0	2,800
<i>Mountain Artillery.</i>				
Carriage, B. L., 10-pr., without gun . . .	5 1½	3 4	3 0	451
Boxes, ammunition, B. L., 10-pr.—				
Shrapnel, B. L., 10-pr.	2 4½	1 4½	0 6½	119·10
Common " "	1 9	1 5	0 5½	77·12
Star shell " "	1 1	1 0	0 6	41·4
Small stores box . . .	2 ¼ 4½	1 4	0 7½	85·5
Pioneer rack and tap packed, complete . . .	3 7	2 9*	3 4	160·4 Includes weight of crow bar which is lbs. 20·4.
<i>Siege Artillery.</i>				
Carriage, 6" B. L. howitzer, 25 owt., with wheels and howitzer . . .	11 8	6 6	5 3	3,260
Top, carriage, without howitzer . . .	3 11	2 6½	3 2	78·4
Limber . . .	10 10½	6 7	5 0	1,508
Wagon, forge, Mark II . . .	9 9¾	6 4	6 9½	3,196
" " limber, Mark II . . .	13 0	6 4	5 0	1,788
Wagon, store, Mark I . . .	9 9¾	6 4	6 9½	2,763
" " limber, Mark I . . .	13 0	6 4	5 0	1,645
Cart, store, I. P., empty . . .	14 0	6 4	5 0	1,344
" trench (empty) . . .	11 7½	5 4	4 2	1,008

* Breadth taken from outside of tools on one side of saddle to outside of tools on other side



Appendix V. (Provisional.)

Schedule of rates chargeable to the Military Department for conveyance by railway of troops, and their baggage, etc., under military warrants and credit notes.

N.B. I.—For troop extra trains and reserved troop carriages, trucks or wagons attached to ordinary trains, payment shall be made—

(a) At the vehicle mileage rate, viz.:—

	Standard Gauge.			Metre and Smaller Gauges.		
	Rs.	A.	P.	Rs.	A.	P.
Coaching—						
4-wheeled vehicle	0	5	0	0	3	6
6-wheeled vehicle	0	7	6	0	5	3
Bogie vehicle	0	10	0	0	7	0
Goods—						
4-wheeled vehicle	0	4	0	0	3	3
6-wheeled vehicle	0	7	3	0	4	9
Bogie vehicle	0	9	6	0	6	6

(b) In through booking the charges from start to destination shall be calculated on the number of vehicles used by, and at the rates applicable to, the despatching railway. In ordinary peace movements where there is a break of gauge, the requisition should be based, and accommodation provided, on the military carrying capacity of the vehicles.

II.—On ordinary trains, excluding reserved troop carriages, payment shall be made—

(a) (i) At contract rates (subject to footnote (a)) for persons subject to the A. A. or I. A. A., for the actual number of persons travelling.

(ii) In 1st and 2nd class carriages the same space shall be provided as is allowed to the public; if reserved accommodation is required it will be paid for at the ordinary vehicle rate, except as provided for in items 26, 27 and 39.

(iii) In intermediate and 3rd class carriages accommodation for troops shall be provided on the scale for troops; reserved accommodation will be paid for at the ordinary vehicle rate, except as provided for in items 26, 27 and 39. This applies only to troops actually travelling on duty.

(b) At tariff rates for persons not subject to the A. A. or I. A. A., for the actual number of persons travelling, reserved accommodation will be paid for at the ordinary vehicle rate. In all classes of carriages the same space shall be provided as is allowed to the public.

III.—Baggage allowance—

Troop extra trains.—One brake-van will be allowed free for the conveyance of baggage in cases where not less than 16 vehicles are paid for; any bag-

.

quisitioned:—

(a) For baggage for which Government pays . . . ½ pie per maund per mile, subject to a minimum of 4 annas, or at the vehicle rate, whichever is cheaper.

(b) For excess private baggage for which Government does not pay . . . At tariff rates.

IV.—Over the following sections of railway, the revised rates chargeable under the rules are increased as shown against each:—

Ambala-Kalka, twice the rates ordinarily payable.

Kalka-Simla, four times "

Hardwar-Dehra, one-half times the rates ordinarily payable.

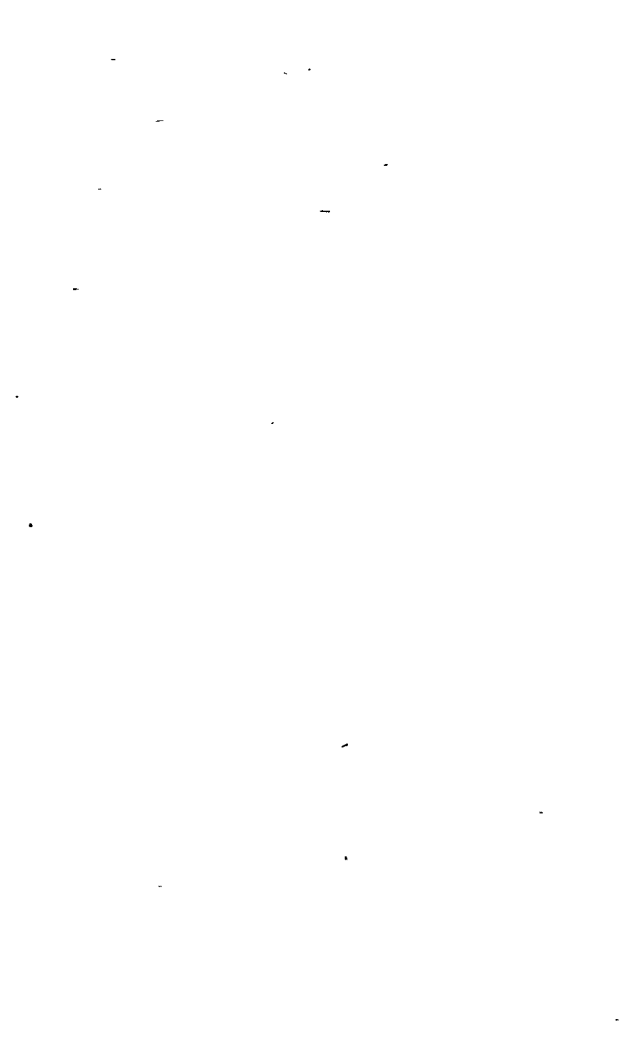
Lashio Branch, &c., Myitthaung and Lashio of Burma Railways, twice the rates ordinarily payable.

- V.—All military stores, baggage, etc., sent by or on behalf of, Government carried at either the vehicle or small consignment rate shall be at Government risk.
- VI.—In charging freight on stores, baggage, etc., conveyed and paid for at the small consignment rate, *i.e.*, $\frac{1}{3}$ rd pie per maund per mile, fractions of an anna must be excluded from the total charge for each consignment, by omitting fractions of less than six pies, and taking fractions of and over six pies as one anna. Similarly in calculating freight charges on traffic chargeable at the vehicle mileage rate, fractions of a rupee under 8 annas shall be omitted and 8 annas and upwards reckoned as a whole rupee.
- In calculating the rate per maund fractions of a pie under one-half should be omitted, all other fractions being reckoned as one pie.
- VII.—Over the Burma Railway system the small consignment rate is $1\frac{1}{2}$ pies per 100 Viss (360 lbs. avoirdupois).
- VIII.—These rates also apply to Imperial Service Troops when being moved at Government expense, except over the Great Indian Peninsula and Dholpur-Bari Railways.



No.	Service.	STANDARD GADGE.		METER AND SMALLER GADGES.		REMARKS.
		By ordinary train, excluding reserved troop carriages, trucks or wagons attached thereto.	By troop extra train or reserved troop carriages, trucks or wagons attached to ordinary trains.	By ordinary train, excluding reserved troop carriages, trucks and wagons attached thereto.	By troop extra train or reserved troop carriages, trucks or wagons attached to ordinary trains.	
1	2	3	4	5	6	7
1	British officers and persons of similar stations in life, subject to the A. A. or L. A. A.—1st class at contract rates.	Ordinary 2nd class fares.		Ordinary 2nd class fares.		
2	Others (excluding British officers and persons of similar station in life proceeding on retirement to their places of residence) not subject to the A. A. or L. A. A.—1st class at tariff rates.	Ordinary 1st class fares.		Ordinary 1st class fares.		
3	Warrior officers, Indian officers, sub-assistant engineers, non-commissioned officers and troops (British and Indian) subject to the A. A. or L. A. A., also European artificers and others, 2nd class at contract rates.	(a) Lowest fares* † Ordinary 2nd class fares.	4-wheeled vehicles.—At 5 annas per vehicle per mile. > 5-wheeled vehicles.—At 7 annas 6 pies per vehicle per mile. Dogie vehicles.—At 10 annas per vehicle per mile.	(a) Lowest fares* † Ordinary 2nd class fares.	4-wheeled vehicles.—At 5 annas 6 pies per vehicle per mile. > 5-wheeled vehicles.—At 7 annas 6 pies per vehicle per mile. Dogie vehicles.—At 10 annas per vehicle per mile.	* Exceptions:— Indian non-commissioned officers and men on duty singly or in small parties not exceeding four in number travel 3rd class. † Fares to be charged at full tariff rates for accommodation actually supplied.
4	British warrant and non-commissioned officers and men proceeding on, or returning from, furlough or leave, otherwise than on medical certificate; British soldiers proceeding to join the telegraph department for employment; and Indian officers proceeding on, or returning from, furlough, or proceeding on pension.—2nd class at tariff rates.	† Ordinary 2nd class fares.				

(a) When despatched by mail trains, the fare to be paid will be the lowest rate at which the public are booked by such trains.



Children of above, between 3 and 12 years of age, entitled to 2nd class accommodation at half tariff fare	Free †	Bogie vehicles.—At 10 annas per vehicle per mile.	Free †	Bogie vehicles.—At 7 annas per vehicle per mile.	† Space allowed as for half an adult, but no free baggage allowance.
Children of above, under 3 years of age, entitled to 2nd class accommodation.	Free †	Ordinary 2nd class fares (a).	Ordinary 2nd class fares (a).	Ordinary 2nd class fares (a).	
Wives of Indian soldiers, not non-commissioned officers, and of Indian medical staffs, entitled to 2nd class accommodation.	Free †	Lowest fares (a).	Lowest fares (a).	Lowest fares (a).	
Children of ditto over 12 years of age (half fare).	Free †	Lowest fares (a).	Lowest fares (a).	Lowest fares (a).	
Children of ditto under 3 years of age.	Free †	Lowest fares (a).	Lowest fares (a).	Lowest fares (a).	
Public followers entitled to 2nd class accommodation.	Free †	Lowest fares (a).	Lowest fares (a).	Lowest fares (a).	
Private followers entitled to 2nd class accommodation.	Free †	Lowest fares (a).	Lowest fares (a).	Lowest fares (a).	
Wives of public followers entitled to 2nd class accommodation.	Free †	Lowest fares (a).	Lowest fares (a).	Lowest fares (a).	
Children of public followers over 12 years of age.	Free †	Lowest fares (a).	Lowest fares (a).	Lowest fares (a).	
Children of public followers between 3 and 12 years of age (half fare).	Free †	Lowest fares (a).	Lowest fares (a).	Lowest fares (a).	
Children of public followers under 3 years of age.	Free †	Lowest fares (a).	Lowest fares (a).	Lowest fares (a).	
European servants travelling in place of native servants.	Free †	Lowest fares (a).	Lowest fares (a).	Lowest fares (a).	
European, Eurasian and native servants in attendance on invalid military lawabers producing a medical certificate that attendance on the journey is necessary.	Free †	Lowest fares (a).	Lowest fares (a).	Lowest fares (a).	†† One servant only is allowed to each party at the reduced fare, and only on the railways noted in footnote (b).
Invalid, hospital and ambulance carriages running with load.	Free †	Lowest fares (a).	Lowest fares (a).	Lowest fares (a).	

(a) When despatched by mail trains, the fare to be paid will be the lowest rate at which the public are booked by such trains.

(b) South Indian, North Indian, North Western, Bengal, Bihar, Orissa, Mysore, Nizam's Guaranteed State, Hyderabad, Madras, Malabar, Maratha, Punjab, Sind, Sindh, Southern Railway, Tirhoot State, Tirhoot, Travancore, United Provinces, Vindhya Pradesh, Western Railway, Zaidpur.

(c) On the Madras and Southern Railway, including the North-East line, European, Eurasian, and native servants in attendance on invalids are carried in the same compartment of a 1st class carriage on payment of 2nd class fare, and in the same compartment of a 2nd class carriage on payment of half of the 2nd class fare. One servant only is allowed to travel with each party at reduced fare.

(d) On the Madras and Southern Railway, including the North-East line, European, Eurasian, and native servants in attendance on invalids are carried in the same compartment of a 1st class carriage on payment of 2nd class fare, and in the same compartment of a 2nd class carriage on payment of half of the 2nd class fare. One servant only is allowed to travel with each party at reduced fare.

(e) On the Madras and Southern Railway, including the North-East line, European, Eurasian, and native servants in attendance on invalids are carried in the same compartment of a 1st class carriage on payment of 2nd class fare, and in the same compartment of a 2nd class carriage on payment of half of the 2nd class fare. One servant only is allowed to travel with each party at reduced fare.

No.	Service.	STANDARD GAUGE.		METRE AND SMALLER GAUGES.		REMARKS.
		By ordinary train, excluding reserved troop carriages, trucks and wagons attached thereto.	By troop extra train or reserved troop carriages, trucks or wagons attached to ordinary trains.	By ordinary train, excluding reserved troop carriages, trucks and wagons attached thereto.	By troop extra train or reserved troop carriages, trucks or wagons attached to ordinary trains.	
1	2	3	4	5	6	7
	Personal baggage in excess of free allowance, chargeable to Government.	At $\frac{1}{3}$ rd pie per maund per mile, or vehicle rate (see column 4).	4-wheeled vehicles.—At 5 annas per vehicle per mile. 6-wheeled vehicles.—At 7 annas 6 pies per vehicle per mile. Bogie vehicles.—At 10 annas per vehicle per mile.	At $\frac{1}{3}$ rd pie per maund per mile, or vehicle rate (see column 6).	4-wheeled vehicles.—At 3 annas 6 pies per vehicle per mile. 6-wheeled vehicles.—At 5 annas 3 pies per vehicle per mile. Bogie vehicles.—At 7 annas per vehicle per mile.	See N. B. III. An additional charge of 6 pies a maund is levied by the Bombay, Baroda and Central India Railway for the conveyance of military stores booked to and from Agra Fort <i>via</i> Agra Junction. Similarly an additional charge of Rs. 2 per vehicle, or 2 pies per maund in the case of small consignments, is levied by the Great Indian Peninsula Railway Administration, as toll on goods booked between Dadar and Colaba.
19	Baggage in excess of Government allowance, payable by the owner in cash on the spot.	At tariff rates.	Ordinary trains.—At tariff rates. Troop extra trains.—At the vehicle rates shown above.	At tariff rates.	Ordinary trains.—At tariff rates. Troop extra trains.—At the vehicle rates shown above.	
	Stores and equipment accompanying troops.	At $\frac{1}{3}$ rd pie per maund per mile, or vehicle rate (see column 4).		At $\frac{1}{3}$ rd pie per maund per mile or vehicle rate (see column 6).		
21	Soldiers' dogs entered on warrant (d) both in local and through booking.	At the following rates*—		As in column 3*		* Soldiers must put their dogs in the brake-van, unless with the permission of the railway au-



thorities they are taken into the carriage with the owners, in which case double these rates are chargeable. These rates do not apply to officers' dogs, nor to dogs belonging to persons not subject to the A. or I. A. A. for which the ordinary tariff rates are chargeable. The charges should in all cases be prepaid in cash by the owner.

When soldiers' dogs not entered on the warrants are charged at the reduced rates, risk note (form D) should be executed.

When the vehicle rate is paid, soldiers' dogs are carried free in such vehicles only for which charges are paid.

4-wheeled vehicles.—At 3 annas 6 pies per vehicle per mile.

6-wheeled vehicles.—At 3 annas 3 pies per vehicle per mile.

Hogie vehicles.—At 7 annas per vehicle per mile.

4-wheeled vehicle.—At 5 annas per vehicle per mile.

6-wheeled vehicles.—At 7 annas 6 pies per vehicle per mile.

Hogie vehicles.—At 10 annas per vehicle per mile.

For any distance not exceeding 100 miles, each dog 2 annas.

For any distance above 100 and not exceeding 200 miles, each dog 4 annas.

For any distance above 200 and not exceeding 400 miles, each dog 8 annas.

For any distance above 400 and not exceeding 600 miles, each dog 12 annas.

For any distance above 600 and not exceeding 1,200 miles, each dog Rs. 1.

For every 200 miles or portion thereof over 1,200 miles, 2 annas.

(a) The Assam-Bengal, Barak, Bengal Central, Bengal-Nagpur, Malabar and North-Western, Bhavnagar-Jamnagar Porbandar, Bombay, Baroda and Central India, Burma, East Indian, Eastern Bengal, Great Indian Peninsula, Jodhpur-Multan, Morvi, Nizam's, North Western, Oudh and Rohilkhand, Rohilkhand and Kumaon, South Indian, Madras and Southern Mahratta, and Udaipur-City Railways only charge the same rates for the dogs booked at owner's risk, of soldiers travelling at their own expense, if a certificate is produced signed by an officer, to the effect that the animals are the property of the individuals travelling and each dog is provided with a collar and chain.

thorties they are taken into the carriage with the owners, in which case double these rates are chargeable. These rates do not apply to officers' dogs, nor to dogs belonging to persons not subject to the A. A. or I. A. A., for which the ordinary tariff rates are chargeable. The charges should in all cases be prepaid in cash by the owner.

When soldiers' dogs not entered on the warrants are charged at the reduced rates, risk note (Form B) should be executed.

When the vehicle rate is paid, soldiers' dogs are carried free in each vehicle only for which charges are paid.

4-wheeled vehicles.—At 3 annas 6 pies per vehicle per mile.

6-wheeled vehicles.—At 5 annas 3 pies per vehicle per mile.

Hogie vehicles.—At 7 annas per vehicle per mile.

4-wheeled vehicles.—At 5 annas per vehicle per mile.

6-wheeled vehicles.—At 7 annas 6 pies per vehicle per mile.

Hogie vehicles.—At 10 annas per vehicle per mile.

For any distance not exceeding 100 miles, each dog 2 annas.

For any distance above 100 and not exceeding 200 miles, each dog 4 annas.

For any distance above 200 and not exceeding 400 miles, each dog 8 annas.

For any distance above 400 and not exceeding 600 miles, each dog 12 annas.

For any distance above 800 and not exceeding 1,200 miles, each dog Rs. 1.

For every 200 miles or portion thereof over 1,200 miles, 2 annas.

(2) The Assam-Bengal, Bard, Bengal Central, Bengal-Nagpur, Bengal and North-Western, Dharnagar-Junagadh Porbandar, Bombay, Baroda and Central India, Burma, East Indian, Eastern and State, Great Indian Peninsula, Jodhpur Bikaner, Morel, Nizam's, North Western, Oudh and Rohilkhand, Rohilkhand and Kumaon, South Indian, Madras and Southern Mahratta, and Udaipur-Railways only charge the same rates for the dogs booked at owner's risk, of soldiers travelling at their own expense, if a certificate is produced signed by an officer, to the effect that the dogs are the property of the individuals travelling and each dog is provided with a collar and chain.

No.	Service.	STANDARD GAUGE.			METRE AND SKAILED GAUGES.		REMARKS.
		By ordinary train, excluding reserved troop carriages, trucks and wagons attached thereto.	By troop extra train or reserved troop carriages, trucks or wagons attached to ordinary trains.	By ordinary train, excluding reserved troop carriages, trucks and wagons attached thereto.	By troop extra train or reserved troop carriages, trucks or wagons attached to ordinary trains.		
1	2	3	4	5	6	7	
29	Vehicles short of the minimum number on troop extra trains.		At 5 annas per vehicle per mile.		At 3 annas 6 pies per vehicle per mile.	All brake-vans included in the minimum number shall be paid for.	
30	All military stores* of whatever nature, whether the property of Government or intended for Government, the rate for the conveyance of which is not specially provided for, consigned by a Government official, a private firm, a contractor or other civilian agent, to a Government official:— (a) When booked at railway goods stations. (b) When booked to or from private military sidings.	At 3rd pie per maund per mile, or at the vehicle rate (see column 4), whichever is cheaper. At the vehicle rate (see column 4), on payment of a minimum charge of Rs. 5 for the distance run over the sidings; if the distance exceeds 5 miles, a proportionate extra charge will be paid for the distance run.	4-wheeled vehicles at 4 annas 9 pies per vehicle per mile. 6-wheeled vehicles at 7 annas 3 pies per vehicle per mile; bogie vehicles at 9 annas 6 pies per vehicle per mile.	As in column 3 As in column 3	4-wheeled vehicles at 3 annas 3 pies per vehicle per mile; 6-wheeled vehicles at 4 annas 9 pies per vehicle per mile; bogie vehicles at 6 annas 6 pies per vehicle per mile.	* Includes " safety cartridges " and kerosene oil flashing at or above 76 degrees Fahrenheit. Items 30 and 31.—An additional charge of 6 pies a maund is levied by the Bombay, Baroda and Central India Railway for the conveyance of military stores booked to and from Agra Fort <i>via</i> Agra Junction. Similarly an additional charge of Rs. 2 per wagon or 2 pies per maund in the case of small consignments is levied by the Great Indian Peninsula Railway Administration as toll on goods booked between Dadar and Colaba, East Indian Railway:— (a) Military trains, other than explosives and other dangerous goods which cannot be booked to and from Calcutta, when booked to or from	

[illegible]

No.	Service.	STANDARD GAUGE.		METRIC AND SMALLER GAUGES.		REMARKS.
		By ordinary train, excluding reserved troop carriages, trucks and wagons attached thereto.	By troop extra train or reserved troop carriages, trucks or wagons attached to ordinary trains.	By ordinary train, excluding reserved troop carriages, trucks and wagons attached thereto.	By troop extra train or reserved troop carriages, trucks or wagons attached to ordinary trains.	
1		3	4		6	7
32	Engines lighted up for use on a troop train which is cancelled within six hours of the time notified for its departure.	.....	Rs. 25 for each engine.	.....	Rs. 26 for each engine.	
36	Passenger carriages and brake-vans run on foreign lines when military considerations do not admit of their exchange at the junction stations.	.....	4-wheeled vehicles.—At 5 annas per vehicle per mile. 6-wheeled vehicles.—At 7 annas 6 pies per vehicle per mile. Bogie vehicles.—At 10 annas per vehicle per mile. And in addition 3 pies per 4-wheeled coaching or goods vehicle per mile for the distance run loaded on the foreign line, the charge for 6-wheeled and bogie vehicles being increased proportionately.	.....	4-wheeled vehicles.—At 3 annas 6 pies per vehicle per mile. 6-wheeled vehicles.—At 5 annas 3 pies per vehicle per mile. Bogie vehicles.—At 7 annas per vehicle per mile. And in addition 3 pies per 4-wheeled coaching or goods vehicle per mile for the distance run loaded on the foreign line, the charge for 6-wheeled and bogie vehicles being increased proportionately.	For through booking see "N. B. I." The officer issuing the warrant will record therein the number and description of vehicles required to run through on to a foreign railway, on the authority of which the booking railway will recover from Government the additional charge in lieu of hire of 3 pies per 4-wheeled vehicle per mile, 4½ pies per 6-wheeled vehicle per mile, and 6 pies per bogie vehicle per mile.
37	All other vehicles attached to passenger trains, such as horse boxes, hospital carriages, carriage trucks, baggage wagons, etc., which run through to destination on all occasions.	.....	4-wheeled vehicles at 4 annas 9 pies per vehicle per mile.	.....	4-wheeled vehicles.—At annas 3 pies per vehicle per mile. 6-wheeled vehicles.—At	
38	Vehicles attached to goods trains, which are run through to destination on all occasions.	.....	4-wheeled vehicles at 4 annas 9 pies per vehicle per mile.	.....	4-wheeled vehicles.—At annas 3 pies per vehicle per mile. 6-wheeled vehicles.—At	

23 Lying-down accommodation for invalids subject to the A. A. or I. A. A.—					<p>General accommodation will be subject to the maximum charges applicable to the general public as prescribed by the general coaching tariffs.</p>
1st class	In 1st and 2nd class carriages, the number of fares payable for each invalid at contract rates will be the number of seats on a berth allotted to the public subject to the maximum charge of the number of seats allotted to the public in the same compartment.	<p>8 wheeled vehicles at 7 annas 3 pies per vehicle per mile. Dogie vehicles at 9 annas 0 pies per vehicle per mile. And in addition 3 pies per vehicle per mile for the distance run loaded on the foreign line, the charge for 6 wheeled and dogie vehicles being increased proportionately.</p>	As in column 3.	<p>4 annas 0 pies per vehicle per mile. Dogie vehicles.—At 6 annas 0 pies per vehicle per mile. And in addition 3 pies per 4 wheeled coaching or goods vehicle per mile for the distance run loaded on the foreign line, the charge for 6-wheeled and dogie vehicles being increased proportionately.</p>	

STANDARD GAUGE.

By rail

Appx. VI.—Out-station routes.

Routes to stations off the line of railway, and the means of conveyance available for those not required to march.

STATIONS.	To	From	Means of conveyance available.	Miles.	REMARKS.
1. Dargai (N. W. Ry.).	Malakand.	Chakdara.	Trucks, carts or country.	7	
2. Malakand.	Dargai.	Chakdara.	Ditto.	11	
3. Dargai Khan.	Dargai.	Chakdara.	Ditto.	14	
4. Dargai Khan.	Dargai.	Chakdara.	Ditto.	20	Troops will be boxed according to the state of the river.
5. Dargai Khan.	Dargai.	Chakdara.	Ditto.	26	
6. Dargai Khan.	Dargai.	Chakdara.	Ditto.	36	
7. Dargai Khan.	Dargai.	Chakdara.	Ditto.	41	
8. Dargai Khan.	Dargai.	Chakdara.	Ditto.	46	
9. Dargai Khan.	Dargai.	Chakdara.	Ditto.	51	
10. Dargai Khan.	Dargai.	Chakdara.	Ditto.	56	
11. Dargai Khan.	Dargai.	Chakdara.	Ditto.	61	
12. Dargai Khan.	Dargai.	Chakdara.	Ditto.	66	
13. Dargai Khan.	Dargai.	Chakdara.	Ditto.	71	
14. Dargai Khan.	Dargai.	Chakdara.	Ditto.	76	
15. Dargai Khan.	Dargai.	Chakdara.	Ditto.	81	
16. Dargai Khan.	Dargai.	Chakdara.	Ditto.	86	
17. Dargai Khan.	Dargai.	Chakdara.	Ditto.	91	
18. Dargai Khan.	Dargai.	Chakdara.	Ditto.	96	
19. Dargai Khan.	Dargai.	Chakdara.	Ditto.	101	
20. Dargai Khan.	Dargai.	Chakdara.	Ditto.	106	
21. Dargai Khan.	Dargai.	Chakdara.	Ditto.	111	
22. Dargai Khan.	Dargai.	Chakdara.	Ditto.	116	
23. Dargai Khan.	Dargai.	Chakdara.	Ditto.	121	
24. Dargai Khan.	Dargai.	Chakdara.	Ditto.	126	
25. Dargai Khan.	Dargai.	Chakdara.	Ditto.	131	
26. Dargai Khan.	Dargai.	Chakdara.	Ditto.	136	
27. Dargai Khan.	Dargai.	Chakdara.	Ditto.	141	
28. Dargai Khan.	Dargai.	Chakdara.	Ditto.	146	
29. Dargai Khan.	Dargai.	Chakdara.	Ditto.	151	
30. Dargai Khan.	Dargai.	Chakdara.	Ditto.	156	
31. Dargai Khan.	Dargai.	Chakdara.	Ditto.	161	
32. Dargai Khan.	Dargai.	Chakdara.	Ditto.	166	
33. Dargai Khan.	Dargai.	Chakdara.	Ditto.	171	
34. Dargai Khan.	Dargai.	Chakdara.	Ditto.	176	
35. Dargai Khan.	Dargai.	Chakdara.	Ditto.	181	
36. Dargai Khan.	Dargai.	Chakdara.	Ditto.	186	
37. Dargai Khan.	Dargai.	Chakdara.	Ditto.	191	
38. Dargai Khan.	Dargai.	Chakdara.	Ditto.	196	
39. Dargai Khan.	Dargai.	Chakdara.	Ditto.	201	
40. Dargai Khan.	Dargai.	Chakdara.	Ditto.	206	
41. Dargai Khan.	Dargai.	Chakdara.	Ditto.	211	
42. Dargai Khan.	Dargai.	Chakdara.	Ditto.	216	
43. Dargai Khan.	Dargai.	Chakdara.	Ditto.	221	
44. Dargai Khan.	Dargai.	Chakdara.	Ditto.	226	
45. Dargai Khan.	Dargai.	Chakdara.	Ditto.	231	
46. Dargai Khan.	Dargai.	Chakdara.	Ditto.	236	
47. Dargai Khan.	Dargai.	Chakdara.	Ditto.	241	
48. Dargai Khan.	Dargai.	Chakdara.	Ditto.	246	
49. Dargai Khan.	Dargai.	Chakdara.	Ditto.	251	
50. Dargai Khan.	Dargai.	Chakdara.	Ditto.	256	
51. Dargai Khan.	Dargai.	Chakdara.	Ditto.	261	
52. Dargai Khan.	Dargai.	Chakdara.	Ditto.	266	
53. Dargai Khan.	Dargai.	Chakdara.	Ditto.	271	
54. Dargai Khan.	Dargai.	Chakdara.	Ditto.	276	
55. Dargai Khan.	Dargai.	Chakdara.	Ditto.	281	
56. Dargai Khan.	Dargai.	Chakdara.	Ditto.	286	
57. Dargai Khan.	Dargai.	Chakdara.	Ditto.	291	
58. Dargai Khan.	Dargai.	Chakdara.	Ditto.	296	
59. Dargai Khan.	Dargai.	Chakdara.	Ditto.	301	
60. Dargai Khan.	Dargai.	Chakdara.	Ditto.	306	
61. Dargai Khan.	Dargai.	Chakdara.	Ditto.	311	
62. Dargai Khan.	Dargai.	Chakdara.	Ditto.	316	
63. Dargai Khan.	Dargai.	Chakdara.	Ditto.	321	
64. Dargai Khan.	Dargai.	Chakdara.	Ditto.	326	
65. Dargai Khan.	Dargai.	Chakdara.	Ditto.	331	
66. Dargai Khan.	Dargai.	Chakdara.	Ditto.	336	
67. Dargai Khan.	Dargai.	Chakdara.	Ditto.	341	
68. Dargai Khan.	Dargai.	Chakdara.	Ditto.	346	
69. Dargai Khan.	Dargai.	Chakdara.	Ditto.	351	
70. Dargai Khan.	Dargai.	Chakdara.	Ditto.	356	
71. Dargai Khan.	Dargai.	Chakdara.	Ditto.	361	
72. Dargai Khan.	Dargai.	Chakdara.	Ditto.	366	
73. Dargai Khan.	Dargai.	Chakdara.	Ditto.	371	
74. Dargai Khan.	Dargai.	Chakdara.	Ditto.	376	
75. Dargai Khan.	Dargai.	Chakdara.	Ditto.	381	
76. Dargai Khan.	Dargai.	Chakdara.	Ditto.	386	
77. Dargai Khan.	Dargai.	Chakdara.	Ditto.	391	
78. Dargai Khan.	Dargai.	Chakdara.	Ditto.	396	
79. Dargai Khan.	Dargai.	Chakdara.	Ditto.	401	
80. Dargai Khan.	Dargai.	Chakdara.	Ditto.	406	
81. Dargai Khan.	Dargai.	Chakdara.	Ditto.	411	
82. Dargai Khan.	Dargai.	Chakdara.	Ditto.	416	
83. Dargai Khan.	Dargai.	Chakdara.	Ditto.	421	
84. Dargai Khan.	Dargai.	Chakdara.	Ditto.	426	
85. Dargai Khan.	Dargai.	Chakdara.	Ditto.	431	
86. Dargai Khan.	Dargai.	Chakdara.	Ditto.	436	
87. Dargai Khan.	Dargai.	Chakdara.	Ditto.	441	
88. Dargai Khan.	Dargai.	Chakdara.	Ditto.	446	
89. Dargai Khan.	Dargai.	Chakdara.	Ditto.	451	
90. Dargai Khan.	Dargai.	Chakdara.	Ditto.	456	
91. Dargai Khan.	Dargai.	Chakdara.	Ditto.	461	
92. Dargai Khan.	Dargai.	Chakdara.	Ditto.	466	
93. Dargai Khan.	Dargai.	Chakdara.	Ditto.	471	
94. Dargai Khan.	Dargai.	Chakdara.	Ditto.	476	
95. Dargai Khan.	Dargai.	Chakdara.	Ditto.	481	
96. Dargai Khan.	Dargai.	Chakdara.	Ditto.	486	
97. Dargai Khan.	Dargai.	Chakdara.	Ditto.	491	
98. Dargai Khan.	Dargai.	Chakdara.	Ditto.	496	
99. Dargai Khan.	Dargai.	Chakdara.	Ditto.	501	
100. Dargai Khan.	Dargai.	Chakdara.	Ditto.	506	

Appx. VI.—Out-station routes.

135

STATION.		Means of conveyance available.	DIS- TANCE.	REMARKS.
From	To		Miles.	
1. Pathankot (N. W. Ry.)	Dalhousie	Tongas to Dunera (31 miles), thence doolies with six bearers each (or eight bearers for invalids carrying bedding and travelling expeditiously), for officers, British soldiers' families, British convalescents requiring special conveyance and other British soldiers ordered to travel expeditiously. Ekkas to Dunera for other British details, beyond that by route-march; except in the case of convalescents who are allowed ekkas, or ponies or mules when ekkas are not running.	52½	The number of conveyances being limited, parties should not be despatched to Pathankot until all arrangements have been made for their onward despatch. Each ekka can carry one soldier and 20 seers baggage, or two soldiers and 30 seers baggage, or 120 seers baggage only, and parties should be distributed on this basis as most economical. When mules or ponies are used, one will be allowed each man for riding, and one for the baggage of every two men. Parties should proceed to Dunera the first day, and halt the night in the soldiers' rest-house there. This accommodates eight men, and food can be procured on payment from the adjacent dak bungalow. On the second day, they should travel to Dalhousie, unless an intermediate halt is required, when the old civil road may be used and a halt made at the Mamul dak bungalow, but not more than four soldiers or two families should be sent together by this route. Details should be advanced funds to meet their expenses.
20. Darjeeling	Lebong	Dandies and doolies for families of British soldiers and convalescents unable to march.	3	
21. Darjeeling	Takdah	Ponies for officers, with coolies for baggage. Dandies for ladies. Bullock carts also available.	15½	
22. Ghoom	Guntok	Ponies, dandies, or doolies.	61	
23. Ghoom (D. N. Ry.)	Takdah	Ponies for officers, with coolies for baggage. Dandies for ladies. Bullock carts also available.	12½	
24. Koldwara (G. and N. Ry.)	Lana Jawne	Ponies for officers, with coolies for baggage.	By cart road 26½, by table road 20½ mps.	Previous notice must be given to the Forwarding Agent, Koldwara.
25. Pusa Nija (General N. W. Ry.)	Ranchoi	Push-push (covered cart drawn by coolies) for officers. Bullock carts for native ranks.	75	Journey takes 22 hours, but a halt can be made at the Tuni dak bungalow (15 miles).
26. Kathgolam (R. and K. Ry.)	Almora	Ponies for officers, with coolies for baggage.	25	

STATION.	From	To	Means of conveyance available.	Dis- TANCE.	REMARKS.
27. Kathgodam (R. and G. Ry.) —concl.		Ranikhet	Ponies for officers, and for British soldiers when not more than six are travelling together. Bullock tongas when available, otherwise dandies or ponies, for families of British soldiers, convalescents and other British soldiers ordered to travel expeditiously. Also coolies for baggage.	20	Four bullock tongas run every second day from the middle of February to the end of March, and from the middle of October to the middle of November. Each tonga has four seats, all over 16 years of age being allowed one seat, and children between 1 and 16 half a seat. No luggage must be put on this tonga. The fare sent to the tide, when bullock tongas are not running three days' clear notice of the ponies and dandies required at Kathgodam must be given to the Contractor for ponies and dandies, Kathgodam, who then arranges for the onward journey.
28. Dito	Naini Tal	Horse tonga to Naini Tal Brewery (11 miles), thence ponies and coolies for baggage of officers, Bullock tongas, when available, to Naini Tal Brewery, thence dandies or ponies (or dandies or ponies throughout) for families of British soldiers, convalescents and other British soldiers ordered to travel expeditiously. Ponies for families of less than six British soldiers travelling together, also coolies for baggage.	22		
29. Dehra Dun (Hardwar Dehra Ry.).	Chakrata	Pony tongas, for officers, families of British troops, convalescents, and British details travelling during the hot weather.	60		Various notices of the Dehra Dun road are given to the Dehra Dun road. The Dehra Dun road camp is open annually—viz. from June 1st, when necessary on account of the danger of being overtaken by the Dehra Dun road, and the Dehra Dun road is open from the Dehra Dun road to the Dehra Dun road.
30. Dito	Landour	Pony tongas to Landour (10 miles); thence dandies, dandies or ponies, with coolies for baggage; for officers, families of British soldiers, convalescents, and British details travelling during the hot weather.	11		
31. Baza Road (Cooh Behar Ry.).	Baza	Elephants to Santarbari (3 miles) for officers, bullock carts for native rank.	0		Seven days' notice of destination must be given to the Baza Road, and the Baza Road is open from the Baza Road to the Baza Road.
32. Dhauri Ghat (R. B. S. Ry.).	Shillong	Elephant to Ghat, thence ponies for officers, and bullock carts for native rank.	128		
33. Dito	Dibrugarh	Elephant to Dibrugarh, thence ponies for officers, and bullock carts for native rank.	117		
34. Dito	Ribhoo	Elephant to Ribhoo, thence ponies for officers, and bullock carts for native rank.	120		
35. Dito	Shillong	Elephant to Shillong, thence ponies for officers, and bullock carts for native rank.	120		
36. Ghat (R. B. S. Ry.)	Shillong	Elephant to Ghat, thence ponies for officers, and bullock carts for native rank.	120		
37. Shillong	Shillong	Elephant to Shillong, thence ponies for officers, and bullock carts for native rank.	120		
38. Aizawl (M. S. Ry.)	Shillong	Elephant to Aizawl, thence ponies for officers, and bullock carts for native rank.	120		

STATION.		Means of conveyance available.	DISTANCE.	REMARKS.
From	To		Miles.	
39. Coonor (Nilgiri Ry.).	Wellington . Ootacamund.	Tongas for officers and others entitled thereto. Bullock carts for wards and guardians proceeding to or from the Lawrence Asylum, at the rate of one cart per three adults or less and their baggage (two children between two and ten years count as one adult).	2 13	
40. Hoopet (S. Mahratia Ry.).	Ramandroog	Bullock cart	13	
41. Mysore (S. Mahratia Ry.).	Hoonsoor	Tongas	23	
42. Shenakatta (S. Indian Ry.).	Trevandrum	Coaches or country carts	68	
43. Tirur (Madras Ry.).	Malapuram	Bullock dandies	10	
44. Katha (Burma Ry.).	Bhamo	River steamer	110	
45. Prome (Burma Ry.).	Thayetmyo	River steamer	50	
46. Thazi Junction (Burma Ry.).	Fort Stedman	Country carts	100	
47. Ditto	Kengtung	Country carts to Fort Stedman (100 miles), thence only pack bullocks and coolies available.	364	
48. Abu Road (B. B. and C. I. Ry.).	Mount Abu	Ambulance tongas, country carts and ponies.	17	
49. Vizapur (G. I. P. Ry.).	Sirur	Tongas or carts	22	
50. Kodgaon (G. I. P. Ry.).	"	Carts	27	
51. Poona (G. I. P. Ry.).	"	Tongas or carts	41	
52. Ajmere (B. B. and C. I. Ry.).	Taragarh	Tongas or carts to foot of hills, thence ponies or dandies.	3	
53. Chanda (G. I. P. Ry.).	Asirgarh	Bullock carts, ponies or mules to foot of hills, thence ponies, mules or chairs.	9	
54. Eripura Road (B. B. and C. I. Ry.).	Eripura	Carts	7	
55. Harwal (N. W. Ry.).	Fort Sandeman.	Mules or camels (tum-tums run between Harwal and Loralai).	169	
56. Ditto	Loralai		57	
57. Mandvi (sea-port).	Dhu	Tongas	37	
58. Mhow (R. M. Ry.).	birdarpore	Mail tongas to Dhar (33 miles only).	58	
59. Nasirabad (R. M. Ry.).	Deoli	Tongas	57	
60. Palampur (R. M. Ry.).	Kherwara	Carts.	105	
61. Udaipur (R. M. Ry.).	"	Tongas or carts	54	
62. Poona (G. I. P. Ry.).	Purandhar	Tongas or carts to foot of hills, thence ponies or chairs.	27	
63. Satara Road (S. Mahratia Ry.).	Satara	Tongas	10	
64. Yara Kates (N. W. Ry.).	Peshin	Mules or camels	7	
65. Harpalpur (G. I. P. Ry.).	Nowgong	Tongas or dak charries for officers and families of British soldiers. Dak charries for British convalescents and men ordered to travel expeditiously, and parties of less than five British soldiers travelling together. Bullock carts for native ranks.	121	<p>Four adults will be allotted to each ambulance tonga.</p> <p>Tongas, ponies or mules as available, for officers, carts or chairs for families of British troops; dandies for convalescents unable to ride in carts; carts for convalescents in fair health, and native troops when authorized.</p> <p>The Quetta division standing orders contain the detailed instructions for movements within that division.</p> <p>Two tongas and eight charries can be run in one day on 24 hours' notice or two tongas and three charries on shorter notice.</p> <p>In the rainy season not more than five charries can run daily.</p> <p>Dak charries accommodate four men, or two convalescents requiring jolting-down accommodation.</p>

STATION.		From	To	Means of conveyance available.	DIS- TANCE.	REMARKS.
60. Piparta (U. I. P. Ry.).	Pachmarhi .	Pony tongas for officers, Bul- lock carts for families of British troops, convalescents in fair health, and small par- ties of British troops. Bullock tongas for convales- cents unfit to travel in bullock carts. Ponies or bullock tongas for British troops ordered to tra- vel expeditiously.	Agar . Tongas .	42	32	Previous notice of re- quirements must be sent to the U. C. Pachmarhi.
67. Ujjain (U. B. and C. I. Ry.).						

Appendix VII.

Rules for the supply of carriage by the civil authorities.

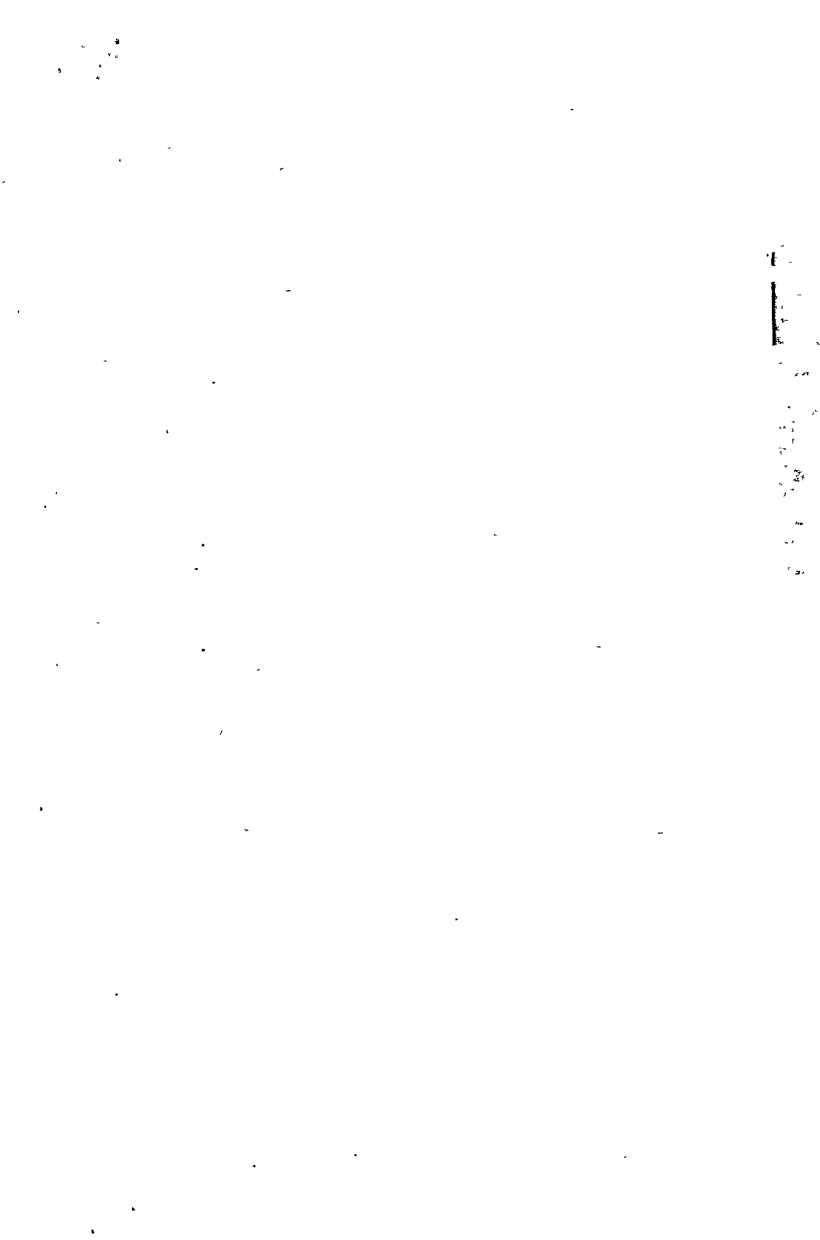
(Referred to in para. 222.)

1. Requisitions on the civil authorities for hired carriage Requisitions.
required for the movements of troops or stores should be prepared on I. A. F. S-1675, giving full details of requirements, and sent so as to reach the district or political officer concerned, if possible, not less than fifteen days (one month in Gwalior State) before the carriage is required.

2. Hired carriage will not ordinarily be required to proceed beyond the limits of the next civil district on the route, but Collection and payment.
will be exchanged, if possible, at such stations therein as may be fixed by the local civil authorities. It will be paid for at the authorized local hire rate from the date on which it is engaged by the civil officer for the march to the date of its discharge, both inclusive, but if taken double marches, double rates will be paid for each such march. Return hire will only be admissible when the carriage is necessarily taken beyond the nearest exchanging station, when half the full hire rate will be paid for each route book or other recognised stage on the return journey, without any allowance for halts. When circumstances render it necessary to collect the carriage before the date on which it is required, the civil authorities will always notify to the indenting officer the time required for collection prior to the start, and the probable extra expense that will be incurred. Similarly, any carriage indented for which may be found in excess of final requirements and discharged before the march commences, will be paid for at the full hire rate for each day or part of a day for which it is retained. If carriage is declared unserviceable by a committee of officers (which should include a civil officer), it will not be paid for. When chaudhris are engaged to collect carriage, their fees at local rates will be paid by the owners and not by the military department.







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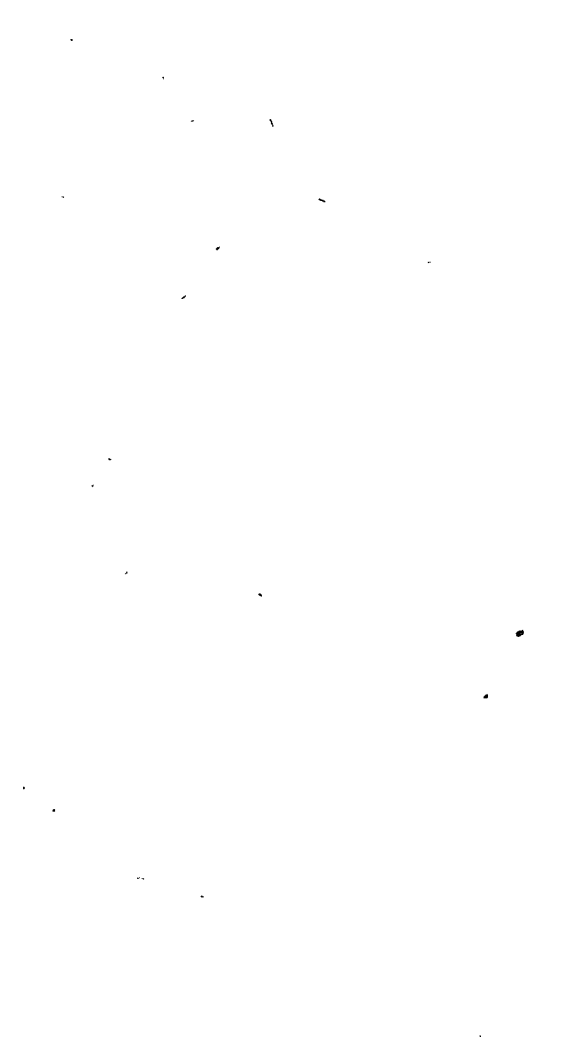
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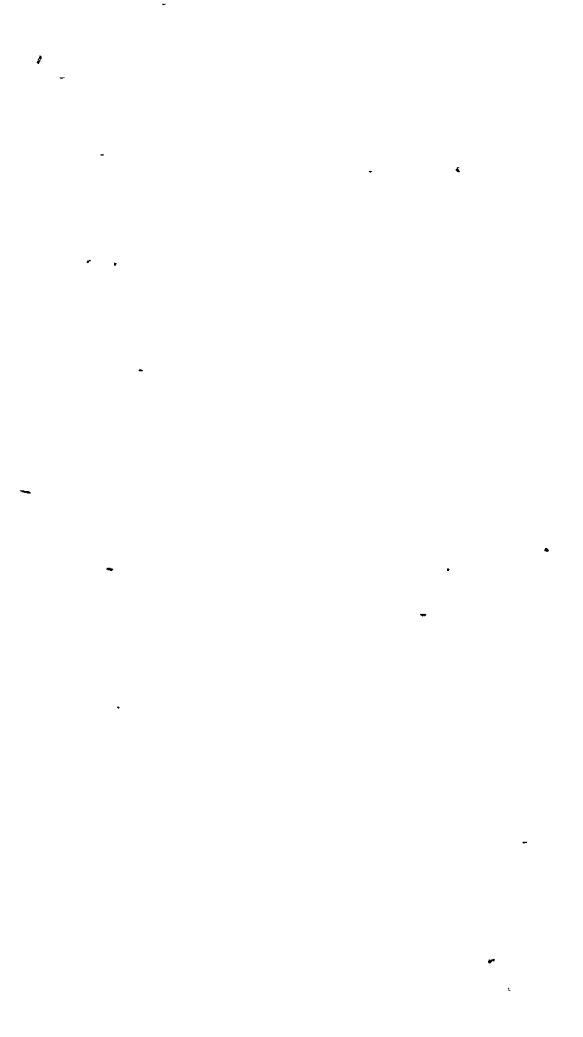
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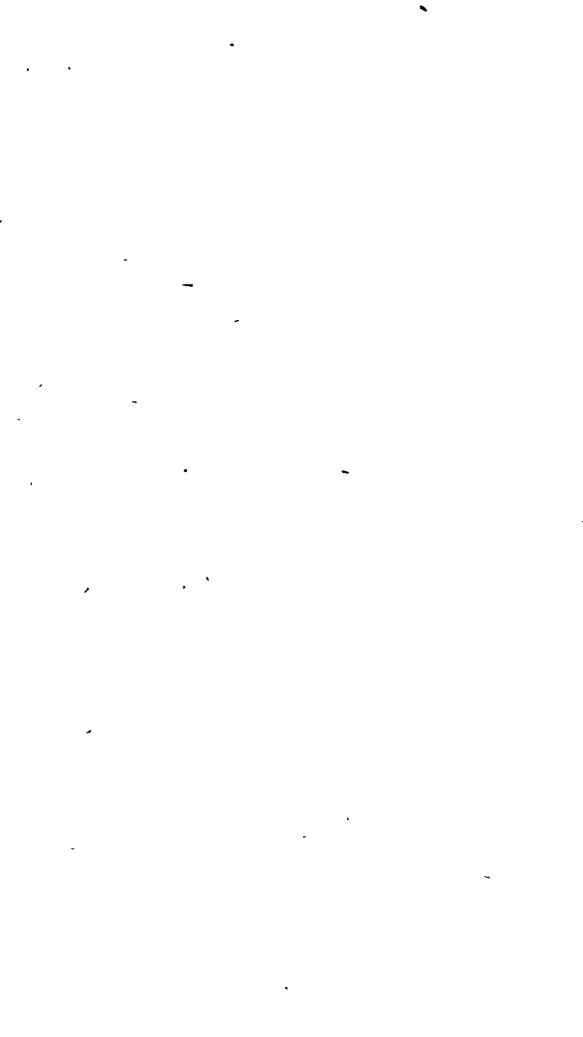
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